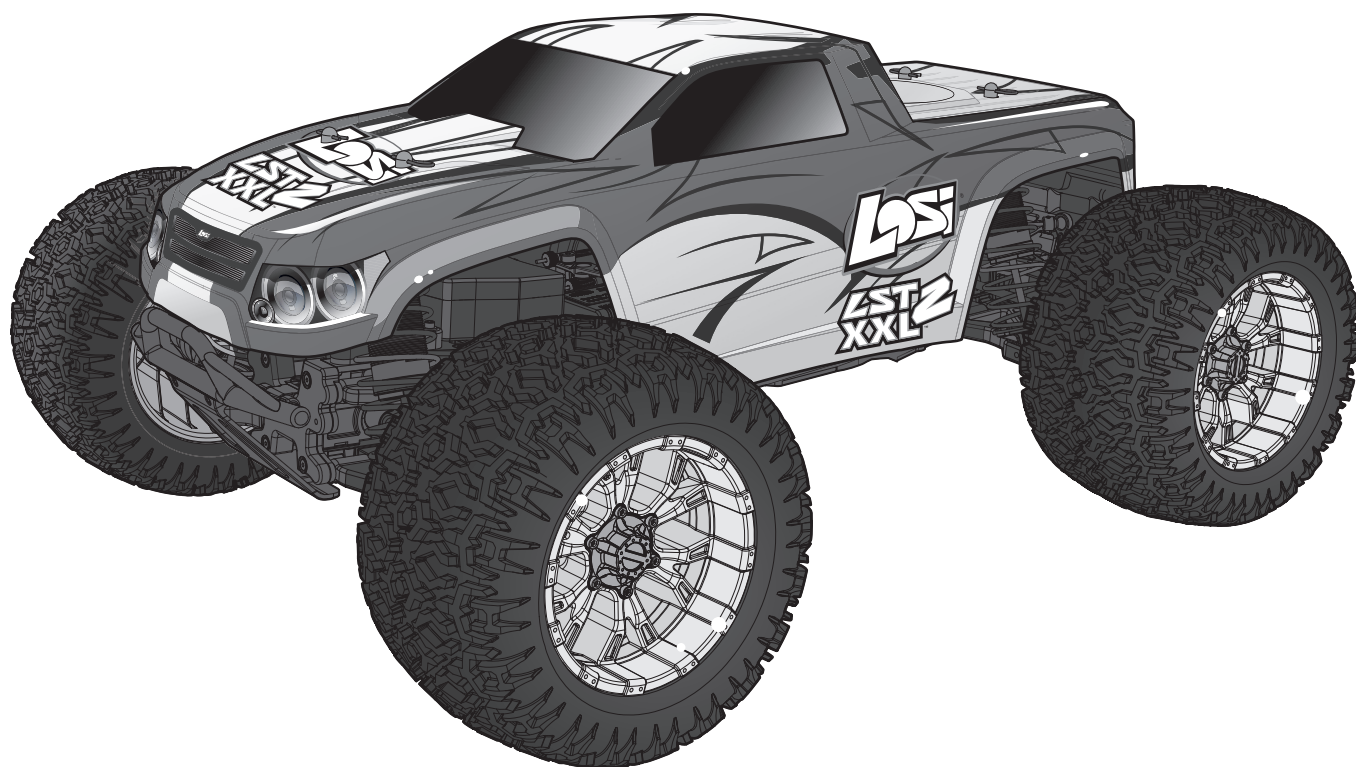


RTR
READY-TO-RUN



**LST2
XXL** TM

1/8-SCALE HIGH-PERFORMANCE 4WD GAS MONSTER TRUCK



**INSTRUCTION MANUAL
BEDIENUNGSANLEITUNG
MANUEL D'UTILISATION
MANUALE DI ISTRUZIONI**

Before operating this vehicle, please read all printed materials thoroughly.
Horizon Hobby is not responsible for inadvertent errors in this manual.

NOTICE

All instructions, warranties and other collateral documents are subject to change at the sole discretion of Horizon Hobby, LLC. For up-to-date product literature, visit horizonhobby.com and click on the support tab for this product.

Meaning of Special Language

The following terms are used throughout the product literature to indicate various levels of potential harm when operating this product:

NOTICE: Procedures, which if not properly followed, create a possibility of physical property damage AND a little or no possibility of injury.

CAUTION: Procedures, which if not properly followed, create the probability of physical property damage AND a possibility of serious injury.

WARNING: Procedures, which if not properly followed, create the probability of property damage, collateral damage, and serious injury OR create a high probability of superficial injury.



WARNING: Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury.

This is a sophisticated hobby product. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision. Do not attempt disassembly, use with incompatible components or augment product in any way without the approval of Horizon Hobby, LLC. This manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or serious injury.

AGE RECOMMENDATION: NOT FOR CHILDREN UNDER 14 YEARS. THIS IS NOT A TOY.

Register your Losi Product Online

Register your vehicle now and be the first to find out about the latest option parts, product updates and more. Click on the Support tab at WWW.LOSI.COM and follow the product registration link to stay connected.

General Safety Precautions and Guidelines



WARNING: This vehicle is only intended for advanced RC drivers capable of operating large-scale model vehicles.



WARNING: Failure to follow all instructions can lead to damage to your vehicle, property damage and bodily injury or death.



CAUTION: If you make changes or adjustments not shown in the instruction manual, your vehicle may be damaged. To prevent any serious personal injury and/or damage to property, please be responsible when operating all remote controlled models.

This model is controlled by a radio signal subject to interference from many sources outside your control. This interference may cause momentary loss of control, so it is advisable to always keep some distance in all directions around your model as a safety margin to avoid collisions.

- Always ensure all screws and nuts are tightened.
- Always carefully follow the directions and warnings for this and any optional support equipment.
- Always keep all chemicals, small parts and anything electrical out of the reach of children.
- Always ensure the failsafe is properly set during binding.
- Always operate your model in an open area away from cars, traffic and people.
- When operating this vehicle, always keep it at least 20 feet from spectators, especially small children.
- Never run your vehicle through deep water that will submerge the vehicle.
- Never run your model in a public street where damage can occur.
- Never run your model with low transmitter batteries.
- When finished operating, always power off the engine first, then the receiver, then the transmitter.
- Always perform maintenance on the vehicle after each and every use. Due to engine vibration, all screws and nuts will need to be checked to ensure they are tight.

Li-Po Charger Safety Precautions and Warnings

- Never leave the charger and battery unattended during use.
- Never attempt to charge dead, damaged or wet battery packs.
- Never attempt to charge a battery pack containing different types of batteries.
- Never allow minors to charge battery packs.
- Never charge batteries in extremely hot or cold places or place in direct sunlight.
- Never charge a battery if the cable has been pinched or shorted.
- Never connect more than one battery pack to this charger at a time.
- Never connect the charger if the power cable has been pinched or shorted.
- Never attempt to dismantle the charger or use a damaged charger.
- Never reverse the positive and negative terminals.
- Always use only rechargeable batteries designed for use with this type of charger.
- Always inspect the battery before charging.
- Always keep the battery away from any material that could be affected by heat.
- Always monitor the charging area and have a fire extinguisher available at all times.

- Always end the charging process if the battery becomes hot to the touch or starts to change form (swell) during the charge process.
- Always disconnect the battery after charging, and let the charger cool between charges.
- Always terminate all processes and contact Horizon Hobby if the product malfunctions.



WARNING: Never leave the charger unattended, exceed maximum charge rate, charge with non-approved batteries or charge batteries in the wrong mode. Failure to comply may result in excessive heat, fire and serious injury.



CAUTION: Always ensure the battery you are charging meets the specifications of this charger and that the charger settings are correct. Not doing so can result in excessive heat and other related product malfunctions, which can lead to user injury or property damage. Please contact Horizon Hobby or an authorized retailer with compatibility questions.

Water-resistant Vehicle with Waterproof Electronics

Your new Horizon Hobby vehicle has been designed and built with a combination of waterproof and water-resistant components to allow you to operate the product in many “wet conditions”, including puddles, creeks, wet grass, snow and even rain.

While the entire vehicle is highly water-resistant, it is not completely waterproof and your vehicle should NOT be treated like a submarine. The various electronic components used in the vehicle, such as the servo(s) and receiver are waterproof, however, most of the mechanical components are water-resistant and should not be submerged.

Metal parts, including the bearings, hinge pins, screws and nuts, as well as the contacts in the electrical cables, will be susceptible to corrosion if additional maintenance is not performed after running in wet conditions. To maximize the long-term performance of your vehicle and to keep the warranty intact, the procedures described in the “Wet Conditions Maintenance” section below must be performed regularly if you choose to run in wet conditions. If you are not willing to perform the additional care and maintenance required, then you should not operate the vehicle in those conditions.



CAUTION: Failure to exercise caution while using this product and complying with the following precautions could result in product malfunction and/or void the warranty.

GENERAL PRECAUTIONS

- Read through the wet conditions maintenance procedures and make sure that you have all the tools you will need to properly maintain your vehicle.
- Not all batteries can be used in wet conditions. Consult the battery manufacturer before use. Caution should be taken when using Li-Po batteries in wet conditions.
- Most transmitters are not water-resistant. Consult your transmitter's manual or the manufacturer before operation.
- Never operate your transmitter or vehicle where lightning may be present.
- Do not operate your vehicle where it could come in contact with salt water (ocean water or water on salt-covered roads), contaminated or polluted water. Salt water is very conductive and highly corrosive, so use caution.
- While the air filter assembly can be designed to limit or restrict water ingestion into the engine, no air filter is completely waterproof. If too much water is ingested into the engine, severe damage to the engine may result.
- Do not expose your engine to rapid changes in temperature. These engines tend to operate at temperatures between 200–250°F (93–121°C) in normal operating conditions. If the engine is exposed to cold water while operating at this temperature, there is a risk of “thermal shock”, which could cause undue stress on the engine and a shortened engine lifespan.
- Driving in wet conditions can reduce the life of the engine. The additional resistance of operating in water causes excess strain. Alter the gear ratio by using a smaller pinion or larger spur gear. This will reduce the load on the engine (and engine temperatures) when running in mud, deeper puddles, or any wet conditions that will increase stress on the engine for an extended period of time.

Wet Conditions Maintenance

- Remove the battery pack(s) and dry the contacts. If you have an air compressor or a can of compressed air, blow out any water that may be inside the recessed connector housing.
- Remove the tires/wheels from the vehicle and gently rinse the mud and dirt off with a garden hose. Avoid rinsing the bearings and transmission.

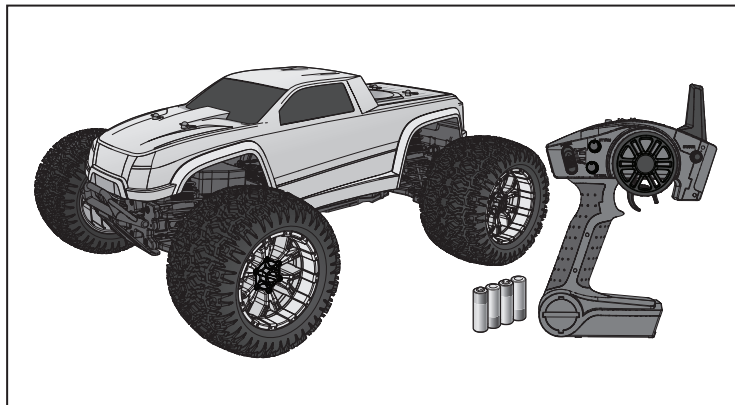
NOTICE: Never use a pressure washer to clean your vehicle.

- Use an air compressor or a can of compressed air to dry the vehicle and help remove any water that may have gotten into small crevices or corners.
- Spray the bearings, drive train, fasteners and other metal parts with a water-displacing light oil or lubricant.

- Let the vehicle air dry before you store it. Water (and oil) may continue to drip for a few hours.
- Increase the frequency of disassembly, inspection and lubrication of the following:
 - Front and rear axle hub assembly bearings.
 - All transmission cases, gears and differentials.
 - Engine air filter element.
 - Engine clutch assembly, including shoes and bearings.

Components

- 1/8-Scale LST XXL™ 2 Monster Truck
- Spektrum™ DX2E 2.4GHz DSM® Radio System
- Dynamite® .31 Gasoline Engine
- Spektrum High-Torque Servo
- 4 AA batteries (for transmitter)
- Dynamite 7.4V 2000mAh Li-Po receiver pack.
- Dynamite Spin-Start handheld Starter



Tools Included

- Wheel wrench
- Four (4) Hex “L” Wrench Set: .050-inch, 1/16-inch, 5/64-inch and 3/32-inch
- Shock Bottom wrench
- Turnbuckle/Shock Top wrench

Needed to Complete

- Gasoline
- 500cc Fuel Bottle (DYN2003)
- 7.2V battery and charger for the Spin-Start (included)
- Small flat blade and Phillips screwdrivers (DYN3093 and DYN3048)
- Needle-nose pliers
- Quality .050-inch, 1/16-inch, 5/64-inch, 3/32-inch, 1.5mm and 2.5mm hex (Allen) drivers (DYN2950)

Use only Dynamite tools or other high-quality tools. Use of inexpensive tools can cause damage to the small screws and parts used on this type of model.

Charging the Receiver Battery Pack

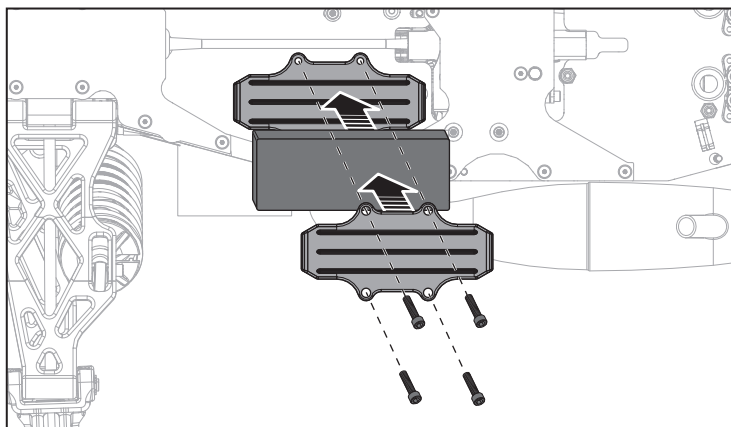
Dynamite 7.4V 2000mAh Li-Po receiver pack.

The Dynamite 2S Li-Po battery pack features a balancing lead that allows you to safely charge your battery pack when used with a Li-Po balancing charger.

1. Remove the LiPo receiver battery pack from the battery box and disconnect the red JST connector.
2. Connect the LiPo battery charger to an AC power outlet.
3. Refer to manufacturers battery charging directions.

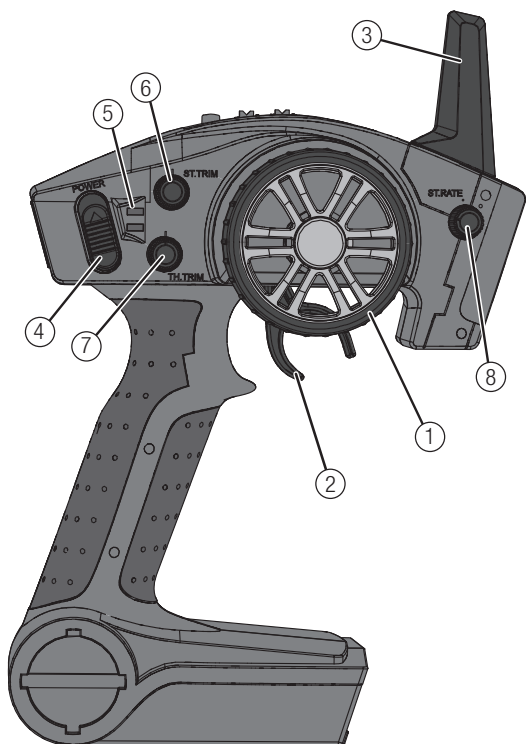
Installing the Receiver Battery in the Battery Box

1. Connect the fully charged LiPo battery pack to the red JST connector in the battery box.
2. Place the battery box cover on the battery box.



Spektrum DX2E Radio System

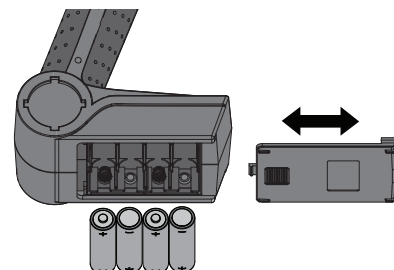
For more information on the transmitter, go to www.spektrumrc.com and click on the support tab to find the full manual for the DX2E transmitter.



1. **Steering Wheel** controls direction (left/right) of the model.
2. **Throttle Trigger** controls speed.
3. **Antenna** transmits the signal to the model.
4. **ON/OFF Switch** turns the power ON/OFF for the transmitter.
5. **Indicator Lights**
 - Solid green light indicates adequate battery power.
 - Flashing green light indicates the battery voltage is critically low. Replace batteries.
6. **ST. Trim** adjusts the "hands off" direction of the model.
7. **TH. Trim** adjusts the engine speed to idle at neutral.
8. **ST. Rate** Adjusts the AVC sensitivity.
9. **BIND/R.O.S.S.** button puts the transmitter into Bind Mode and starts or stops the engine using R.O.S.S. (the LST XXL 2 does NOT use ROSS)
10. **ST. REV** reverses the function of the steering when the wheel is turned left or right.
11. **TH. REV** reverses the throttle control when pulled back or pushed forward.

Installing the Transmitter Batteries

1. Push in the battery cover a small amount to release the retaining tab, then remove the cover.
2. Install 4 AA batteries, taking care to align battery polarity to the diagram in the transmitter's battery case.
3. Carefully reinstall the battery cover by aligning the tabs with the slots on the transmitter.



CAUTION: NEVER remove the transmitter batteries while the vehicle is powered on, as loss of control, property damage or injury may result.

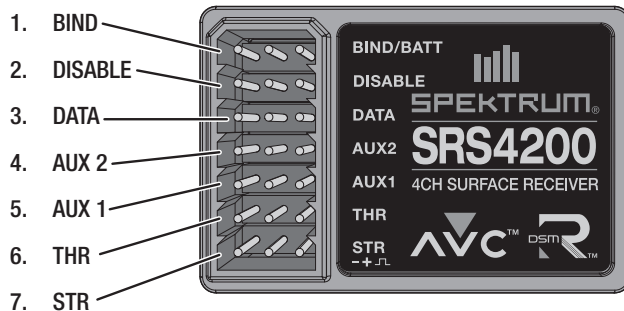
AVC – Active Vehicle Control

The Spektrum™ AVC™ stabilization system adds a whole new level of control to your RC driving experience. AVC technology utilizes sensors to adjust steering and throttle output, providing you with a more stable and controlled driving experience.

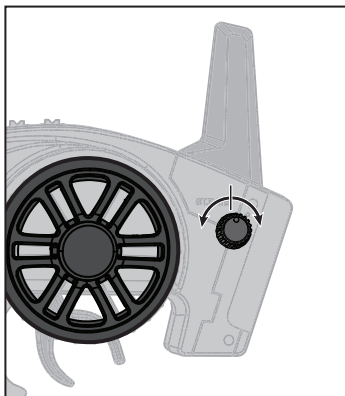
Spektrum SRS4200

The Spektrum SRS4200 receiver features AVC technology that responds similar to traction control in full-scale vehicles. In addition to traction control, AVC technology also increases steering stability during high speed driving or while driving over rough terrain. As you increase the AVC sensitivity, the system increases steering stability and traction control, similar to reducing the amount of steering rate in a computer transmitter. Reducing the sensitivity value increases the amount of steering control from the transmitter. The SRS4200 receiver also enables you to quickly turn AVC on or off if you participate in organized racing.

IMPORTANT: You must use digital servos with the SRS4200 receiver. Using analog servos will reduce the performance of the system and may cause analog servos to overheat.



Adjusting AVC Sensitivity



The **ST. RATE** dial adjusts the sensitivity, or stability, value in the receiver. If you increase the sensitivity, the AVC system becomes more sensitive to the vehicle drifting left or right. You would use maximum sensitivity during high speed driving or drag racing, when you want the vehicle to stay in a straight line. As the sensitivity value increases, the amount of steering travel decreases.

Turn the **ST. RATE** knob counter-clockwise to reduce the sensitivity.

Turn the **ST. RATE** knob clockwise to increase the sensitivity.

IMPORTANT: The **ST. RATE** knob will only adjust the sensitivity when the transmitter is bound to a DSMR receiver. When the transmitter is bound to a DSM, DSM2 or DSM Marine receiver, the **ST. RATE** knob controls the steering dual rate.

Driving Precautions

- Maintain sight of the vehicle at all times.
- Inspect the vehicle for loose wheel hardware.
- Inspect the steering assembly for any loose hardware. Driving the vehicle off-road can cause fasteners to loosen over time.
- Stop driving the vehicle when you notice a lack of power. Driving the vehicle when the battery is discharged can cause the receiver to power off. You may lose control of the vehicle.



CAUTION: Do not discharge a LiPo battery below 3V per cell. Batteries discharged to a voltage lower than the lowest approved voltage may become damaged, resulting in loss of performance and potential fire when batteries are charged.

- Do not apply the throttle in forward or reverse if the vehicle is stuck. Applying throttle in this instance can damage the engine.
- Let the engine cool to ambient temperature between runs.

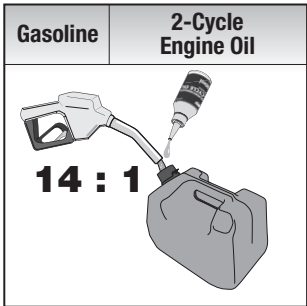
Fuel Safety and Use Instructions

- Always observe all warnings, precautionary statements and instructions supplied by the fuel manufacturer/provider.
- Fuel is a fire accelerant. Never operate your vehicle near open flames. Never smoke while operating your vehicle or while handling fuel.
- Always only use a mixture of gasoline and two-cycle oil for fuel. Do not use glow (nitro) fuel.
- Always use caution when handling gasoline.
- Always run your model engine in a well-ventilated area. Model engines produce harmful carbon monoxide fumes.
- Always drain your engine after you have finished running your vehicle. Do not store the vehicle with fuel in the gas tank.
- Never handle model engines and mufflers until they have had time to cool. They become extremely hot when in use.
- Always store your fuel in a safe place well away from sparks, heat or anything that can ignite.

- Always ensure that gasoline and fuel are stored in a clearly marked container well away from the reach of children.
- Always mix and store your fuel safely in a sealed, water-resistant container specifically made for gasoline.
- Always store fuel in a cool, dry location. Do not allow fuel containers to come in direct contact with concrete, as the fuel may absorb moisture.
- Always responsibly discard fuel if there is condensation and/or water inside the fuel container.
- Never allow fuel to come into contact with eyes or mouth. Gasoline and other fuels used in model engines are poisonous.
- Never return unused fuel from the fuel tank back into the fuel container.
- Contact your local waste disposal authorities for more information about discarding fuel waste responsibly.

Fuel Mixing Precautions and Guidelines

- Only use gasoline mixed with two-cycle engine oil.
- Only use Dynamite Pre-Mix Two-Cycle Engine Oil (DYNE4105). Do not use any other kind of oil.
- Always use 92–98 Octane RON (Europe) and 91–93 Octane AKI (US) gasoline.
- Always blend gasoline with two-cycle engine oil at a 14:1 ratio.
- Never use a 40:1, 32:1 or 25:1 gas-oil ratio.
- Never use glow (nitro) fuel.

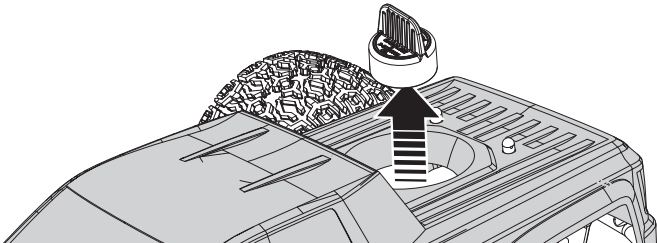


Gasoline	:	2-Cycle Engine Oil
1 gallon	:	9.5 fl oz
1/2 gallon	:	4.8 fl oz
1/4 gallon	:	2.4 fl oz
4 liters	:	282 ml
2 liters	:	141 ml
1 liter	:	71 ml

Fueling the Truck

Remove the fuel tank cap and fill the fuel tank. Tighten the fuel tank cap securely back in place.

NOTICE: Running a loose fuel tank cap will cause inconsistency and high idle speed.

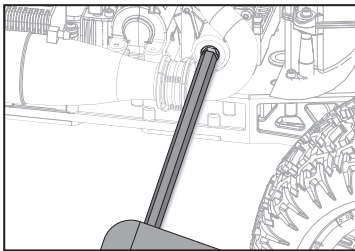
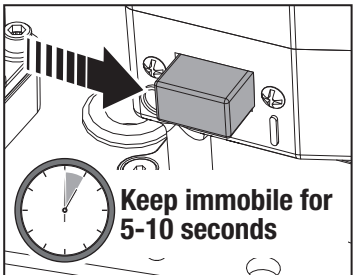
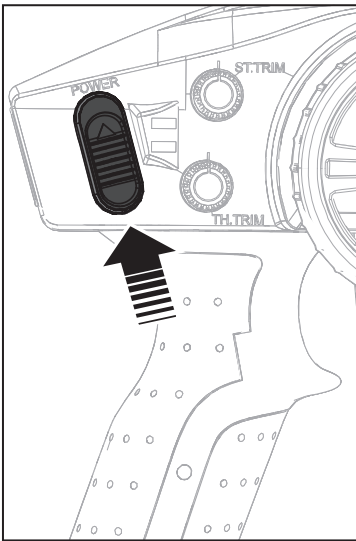


Vehicle Starting and Running with AVC

1. Center the **ST. TRIM** and **TH. TRIM** dials on the transmitter.
2. Fill the fuel tank with 2-stroke gasoline (14:1 gasoline:oil ratio).
3. Power on the transmitter.
4. Power on the vehicle. The vehicle and receiver **MUST** remain motionless for at least 5 seconds.
5. Place the machined end of the starter shaft into the matching hex socket in the back-plate of the engine.
6. Holding the starter securely, press on the switch button and the engine should turn over and start up.

Follow the engine break-in procedure before attempting any racing or high-performance operation. Use caution when adding fuel while the engine is running. Do not over fill or spill fuel outside the tank.

IMPORTANT: Always make sure the vehicle is motionless and on a level surface before powering on the vehicle. Each time you power on the vehicle, the Spektrum SRS4200 receiver automatically detects the receiver position (or orientation). The vehicle must remain motionless and level until the receiver calibration is complete (normally 5-10 seconds after powering on the vehicle). Moving the vehicle or not placing it on a surface will reduce the performance of the receiver.



Engine Break-In

Breaking in your new engine is critical for proper performance. Failure to follow the break-in procedures can cause engine damage and shortened engine life. Always use a 14:1 gasoline:oil mixture during the break-in process and when running the engine.

If you change fuel or run in dramatically different environments (hot/cold, high/low elevation, etc.) you will need to adjust the carburetor needles to prevent overheating and maintain proper performance. Never allow the engine to rev freely with the wheels off the ground.

Use the optional Dynamite Pro Temp Gun with Laser Sight (DYNP2000) to check engine temperatures.

Break-In Procedure:

CAUTION: You must complete the break-in process on a smooth surface, such as pavement or concrete. Do not drive the vehicle on dirt or grass during the break-in process; doing so will damage the engine.

Priming the Carburetor

Before turning on the vehicle, install the spin-start into the side of the engine. Hold finger over exhaust tip and press spin-start button for one second to prime the carburetor. Stop spin-start. With spin-start still installed into the side of the engine, remove finger from exhaust tip and press spin-start button for two seconds.

NOTICE: Unlike nitro engines, do not allow the gasoline engine to idle for several tanks. Allowing the engine to idle prevents the engine from reaching operating temperature.

Fuel Tank #1:

1. Drive the vehicle in a figure 8 for the first half tank of fuel. Keep the throttle position between 1/4 – 3/4 throttle. Do not exceed 3/4 throttle.
2. During the second half of the tank, move the throttle position between 1/4 and full throttle. Do not hold full throttle for more than one second.

Engine temperature: Do not exceed 195°F (90°C)

Fuel Tank #2: Move the throttle position between 1/4 and full throttle. Do not hold full throttle for more than one second.

Engine temperature: Do not exceed 210°F (99°C)

Fuel Tank #3:

1. For the first half tank of fuel, move the throttle position between 1/4 and full throttle. Do not hold full throttle for more than one second.
2. Lean the high speed needle 2-3 hours when the fuel level reaches 1/2 tank.
3. For the second half of the tank, move the throttle position between 1/4 and full throttle. Do not hold full throttle for more than two seconds.

Engine temperature: Do not exceed 225°F (107°C)

Fuel Tank #4:

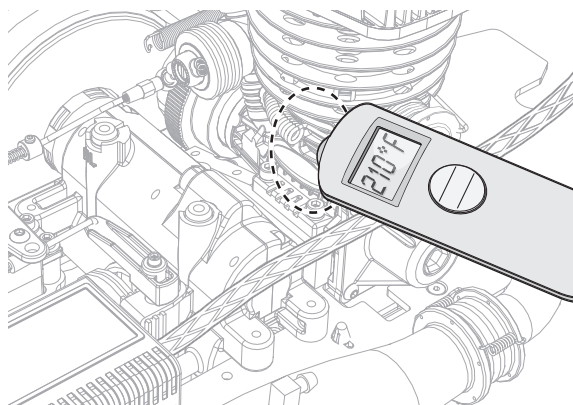
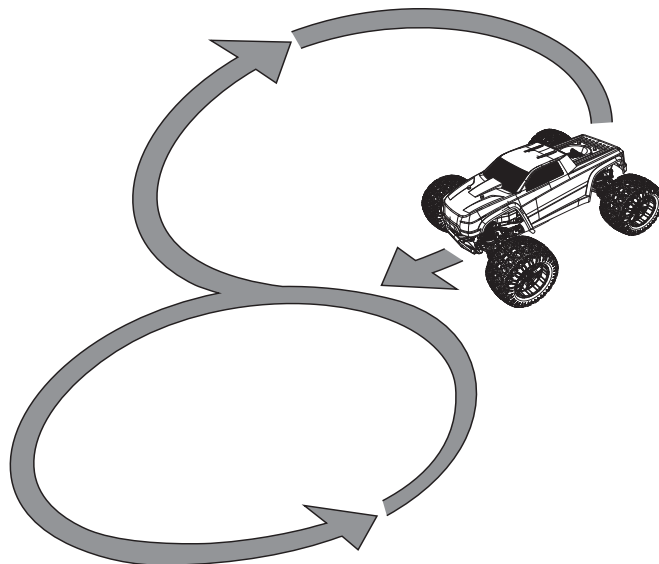
1. For the first half tank of fuel, move the throttle position between 1/4 and full throttle. Do not hold full throttle for more than two seconds.
2. Lean the high speed needle 1-2 hours when the fuel level reaches 1/2 tank.
3. For the second half of the tank, move the throttle position between 1/4 and full throttle. Do not hold full throttle for more than three seconds.

Engine temperature: Do not exceed 230°F (110°C)

Fuel Tanks #5-8:

At the end of Tank #4, the vehicle is ready to run on dirt surfaces. Maintain the same carburetor settings that were used during Tank #4 through Tank #8. After 8 tanks of fuel, you can tune the engine for peak performance.

Engine temperature: Never exceed 250°F (121°C)



Notice: Engine temperatures are measure on the side of the engine block and not at the top of the head like a traditional nitro engine.

Vehicle Tuning

After the engine is broken in, you can tune it for optimum performance. When tuning, it is critical that you be cautious of overheating as severe damage and pre-mature wear can occur. You want to make all carburetor adjustments in "one hour" increments.

Before making adjustments:

- Ensure there are no leaks or obstructions in the fuel tank, fuel tubing or the carburetor. Any faults can affect engine operation and tuning.
- The carburetor needle is very sensitive. Adjusting the needle even 1/12 of a turn is a significant change. Be careful when making adjustments.

Factory Needle Settings:

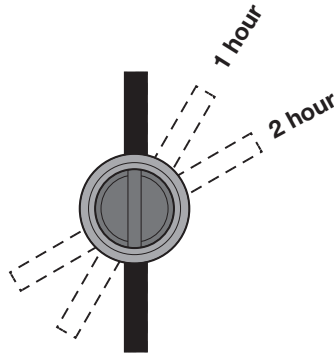
Low Speed Needle: 30 hours from the bottom

High Speed Needle: 18 hours from the bottom

Carb Adjustments:

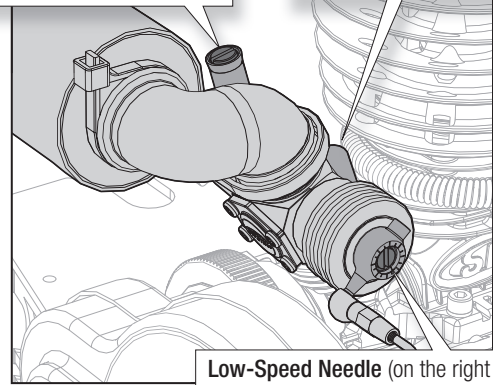
Make all carburetor adjustments in one-hour increments.

Imagine the slot in the needle is the hour hand on a clock. Adjust it as though you were moving the hour hand from one hour to the next or previous one.



High-Speed Needle (top, left side). Close the high-speed needle by turning it clockwise until it stops, then turn it counterclockwise 18 hours out (open).

Idle Needle (left, rear of carburetor). The engine includes an idle needle for carburetor function, however it is not used for engine tuning. **DO NOT ADJUST THE IDLE NEEDLE.**



Low-Speed Needle (on the right side). Close the low-speed needle by turning it clockwise until it stops, then turn it counterclockwise 30 hours out (open).

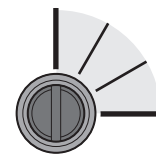
NOTICE: When making adjustments, only turn the needle 1/12 turn at a time.

Adjusting the High Speed Needle

Turn the high-speed needle until you achieve the ideal engine temperature and amount of exhaust smoke. The engine should have a noticeable smoke trail during initial acceleration and fade to a minor smoke trail when the engine reaches full throttle.

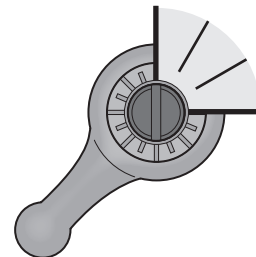
If the engine exceeds proper running temperature, 240F (116 C), richen the high-speed needle immediately. If the engine temperature is very low considering normal running temperature, then lean the high-speed needle.

If the high-speed needle is too lean, it will cause a high idle speed.



Adjusting the Low Speed Needle-Idle Adjustment

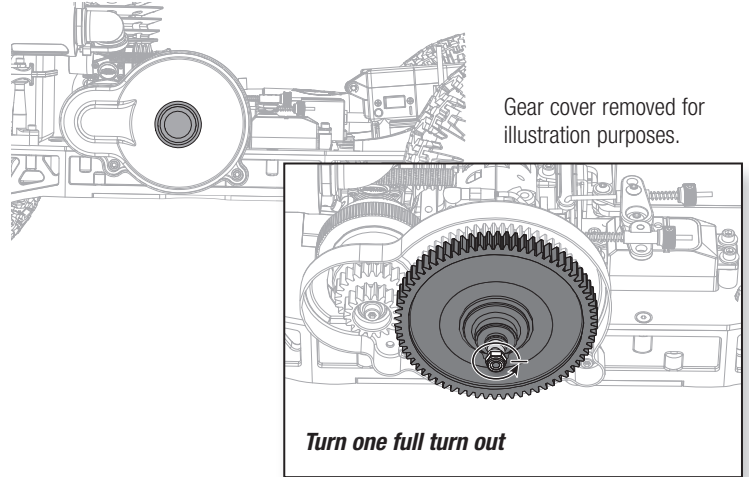
Turn the low-speed needle to adjust the engine idle speed. Once you have achieved a proper idle speed, you can turn the low-speed needle by one hour in either direction to reach the optimal engine performance. Leaning (turn in) produces a higher idle speed. Richening (turn out) produces a lower idle speed.



Vehicle Tuning

Adjusting the Slipper

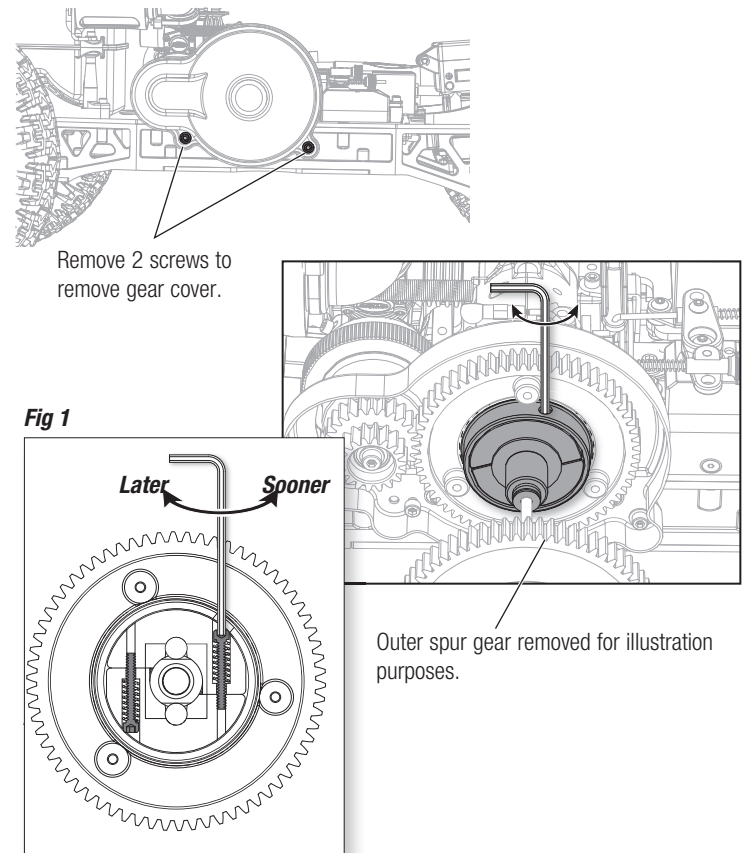
The slipper is a key component of the drivetrain that is designed to help absorb sudden or large impacts that would otherwise stress various drivetrain parts. You should never run the LST XXL 2 vehicle with the slipper locked (completely tight). The slipper can also be used as a tuning aid for extremely slick conditions. To easily adjust the slipper, remove the plug from the gear cover. Start by turning the 1/4-inch adjustment nut clockwise (tighten) until it gets tight and the spring is compressed. Do not overtighten as you will strip the nut. Now turn the adjustment nut counterclockwise (loosen) one full turn. This should be a good overall setting.



2-Speed Adjustment

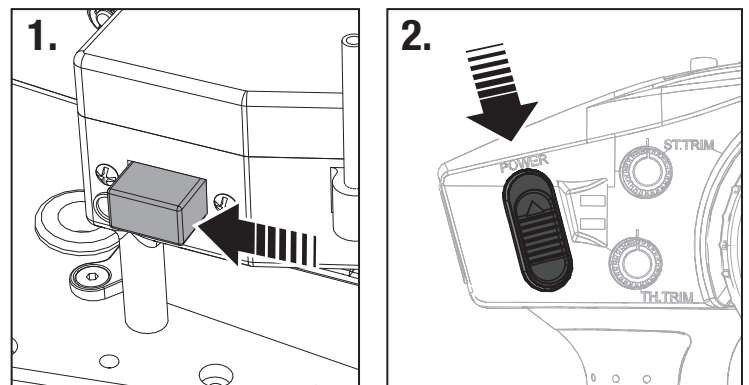
Although pre-adjusted at the factory, the two-speed can be adjusted to shift at the point that suits you best. Under normal circumstances, it should shift slightly before the engine reaches maximum power. The actual distance traveled will vary with the gear ratio and tune of the engine. There are two adjustment screws (see fig 1) that must be changed evenly for the two-speed to function correctly. Turning these clockwise will make it shift later and require the engine to rev higher. Turning them counterclockwise will make it shift earlier and require less engine speed. If you should get lost adjusting the two-speed, start over at the factory setting by lightly bottoming out the adjustment screws and then backing them out five full turns. The procedure for adjusting the two-speed is as follows.

- Remove the gear cover.
 - Turn the spur gears until the adjustment hole is visible in the bell housing between the large and small spur gears.
 - Hold the small spur gear and, using your thumb, rotate the slipper forward until you can see the head of one of the adjustment screws.
 - Use a 5/64 Allen wrench to make your adjustment in 1/2-turn increments. Use the bent leg of the wrench as your guide.
 - Turn the slipper forward 1/2 rotation to adjust the other adjustment screw like the first.
- (Remember to always adjust BOTH screws the same amount)
- Test drive the model to check the new shift point and replace the gear cover if satisfied.
 - Never run your model without the gear cover, as it is dangerous and gear damage will occur!



Turning Off the Truck

1. To turn off the truck, simply move the truck's receiver power switch to the off position. This will eliminate power to the CDI and will turn off the engine.
2. Power off the transmitter.



Possible Cause	Solution
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ENGINE DOES NOT START

Out of fuel	Refill the tank and follow starting instructions.
Engine flooded	Remove the spark plug. Roto-start for 3 to 5 seconds. Replace and test
Air filter is clogged	Check and replace if necessary
Fuel mixture is old or bad	Mix fresh fuel per instructions
Spark plug is not working	Check the spark plug and ignition coil and replace if necessary
Throttle servo failed/Setup is wrong	Check servo operation. Set it to neutral and reset the linkage according to your radio and model manufacturer's specifications
Carburetor is incorrectly adjusted	Return the carburetor to the factory settings and retune if necessary
Piston and cylinder is worn	Check the piston and cylinder for wear or damage and replace if necessary
Vehicle's power switch is not in the on position	Locate the power switch on the side of the receiver box and switch to ON position

ENGINE STARTS THEN STALLS

Out of fuel	Refill the tank and follow starting instructions
Air filter is clogged	Check and replace if necessary
Engine may be overheated	Let the engine cool. Reset the carburetor to factory settings and restart
Engine idle is too low	Follow the instructions to increase idle speed
Carburetor is incorrectly adjusted	Return the carburetor to the factory settings and retune if necessary
Clutch is slipping or locked-up	Check the clutch for worn/broken lining or spring. Also check clutch bearings and ensure free rotation
Fuel mixture is old or bad	Mix fresh fuel per instructions
Throttle servo is improperly set up	Set the servo to neutral and reset the linkage according to radio and model manufacturer's specifications
Drivetrain is not functioning properly	Check the drivetrain for smooth operation/damage

ENGINE IS RUNNING, BUT VEHICLE DOES NOT MOVE

Brakes are stuck	Look for damage or foreign matter locking the brakes
Drivetrain is damaged	Check for damaged driveshaft or diff. Replace as needed
Receiver battery capacity is low	Charge the receiver battery
Radio is not responding despite charged battery	Make sure binding is properly set up

ERRATIC CONTROL

Transmitter and/or receiver batteries are weak	Install new batteries in the transmitter. Recharge the receiver battery
Connectors are inserted improperly	Check the connectors and reinstall if necessary
Brake is not working	Check the servo, brakes, and linkage for damage. Repair/replace/reset the servo linkage to factory settings
The steering gain is set too high	Turn down the steering gain
The throttle channel was reversed after calibration	Rebind and calibrate
The steering channel was reversed after calibration	Rebind and calibrate

Maintenance and Trouble Shooting

Binding and Calibrating the Receiver

In order to operate, the receiver must be bound to the transmitter. Binding is the process of programming the receiver to recognize the GUID (Globally Unique Identifier) code of a single specific transmitter. When a receiver is bound to a transmitter/model memory, the receiver will only respond to that specific transmitter/model memory.

You must calibrate the receiver each time it is placed in bind mode.

IMPORTANT: The following sequence of steps must be followed in order for AVC to function properly.

1. Insert the Bind Plug in the BIND port on the receiver.
2. Power on the receiver. The orange LED flashes, indicating the receiver is in bind mode.
3. Center the ST TRIM and TH TRIM on the transmitter.
4. Put your transmitter in bind mode.
5. The bind process is complete when the orange LED on the receiver is solid.
6. Pull the transmitter trigger to Full Throttle.
7. Push the transmitter trigger to Full Brake, then return the trigger to center.
8. Turn the transmitter steering wheel to Full Right.
9. Turn the transmitter steering wheel to Full Left, then return the steering wheel to center. The orange LED flashes once.
10. Remove the bind plug once the calibration and binding process is complete.
11. Power off the transmitter.

IMPORTANT: You must rebind the transmitter and receiver if you:

- Change the servo reverse after binding
- Change the travel after binding
- Want to use the receiver with a different model memory

If you change the servo reversing or travel adjust after binding, AVC will not work properly.

Disabling the Stability Assist Function

If you participate in organized racing, you may be required to turn AVC technology off. To turn off AVC technology, insert a second Bind Plug in the Disable port before binding.

IMPORTANT: You must calibrate the receiver each time it is placed in bind mode. To activate AVC, see the steps in BINDING AND CALIBRATING THE RECEIVER.

Failsafe

In the unlikely event that the radio connection is lost during use, the receiver will drive the servos to their pre programmed failsafe positions (normally no throttle and straight steering).

If the receiver is powered on before powering on the transmitter, the receiver will enter this failsafe mode. When the transmitter is powered on, normal control is resumed.

IMPORTANT: Failsafe activates only in the event that signal is lost from the transmitter. Failsafe will NOT activate in the event that receiver battery power decreases below the recommended minimums or power to the receiver is lost.

Changing the Travel Adjust Settings

The travel function supports precise endpoint adjustments in each direction for the steering and throttle channels.

1. Hold the trigger in the full brake position while powering on the transmitter. The LED flashes rapidly, indicating the programming mode is active.
2. Throttle End Point: Hold the trigger in the full throttle position. Turn the TH TRIM knob to adjust the full throttle end point.
3. Brake End Point: Hold the trigger in the full brake position. Turn the TH TRIM knob to adjust the full brake end point. Return the trigger to the center position.
4. Left Steering End Point: Hold the steering wheel in the full left position. Turn the ST TRIM knob to adjust the left end point.
5. Right Steering End Point: Hold the steering wheel in the full right position. Turn the ST TRIM knob to adjust the right end point. Return the steering wheel to the center position.
6. Power off the transmitter to save the travel adjust settings. The minimum travel is 75% and the maximum travel is 150%. The default travel settings are 125% steering and 100% throttle.

Maintenance and Trouble Shooting

Adjusting Steering and Throttle Trims

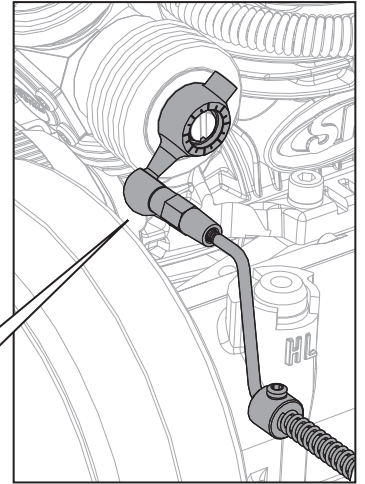
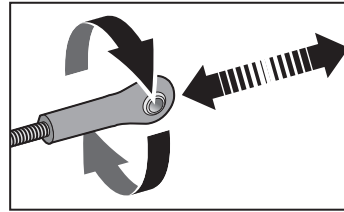
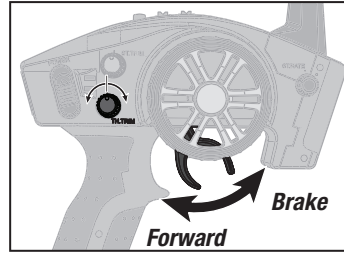
Throttle Trim

Adjust the **TH. Trim** so the carburetor is completely closed when the throttle trigger is at neutral. If throttle can not be closed using **TH. Trim**, please take the following steps:

1. Make sure **TH. Trim** knob is set to "0" or neutral.
2. Use needle-nose pliers or ball link pliers (RV01005) to remove or install a link on a control horn.
3. Turn the linkage clockwise or counterclockwise until the throttle is closed.
4. Attach the linkage to the control horn after adjustment.

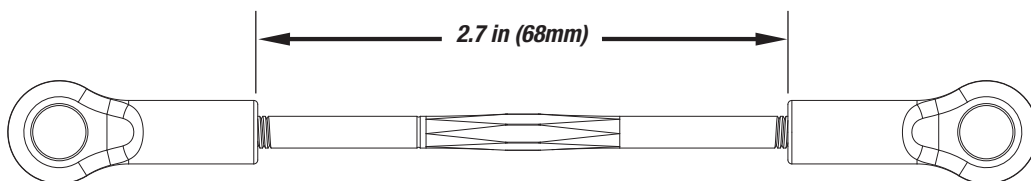
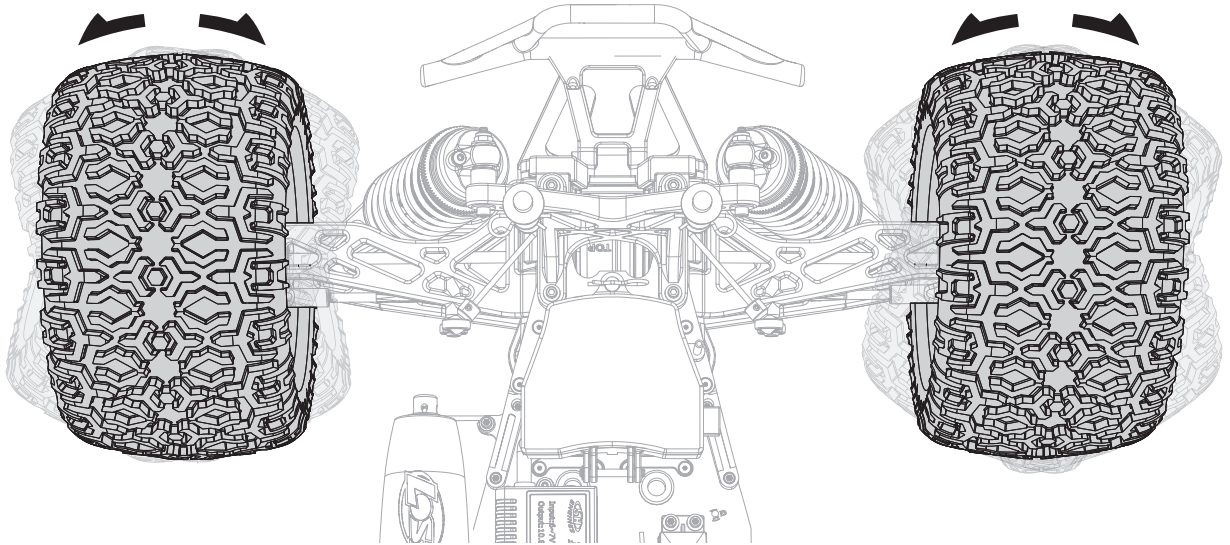
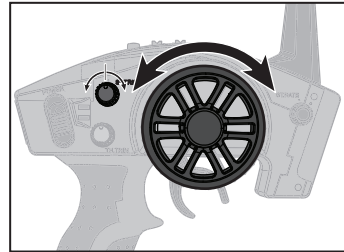
NOTICE: Throttle trim change may affect engine operation. Carburetor settings must be set correctly or damage may result.

See **Engine Tuning** for carburetor adjustments.



Steering Trim

The model should go straight without turning the steering wheel. If not, turn the **ST. Trim** knob in the direction needed for the model to go straight.



Maintenance and Trouble Shooting

Spark Plug Test

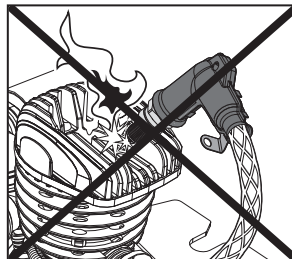
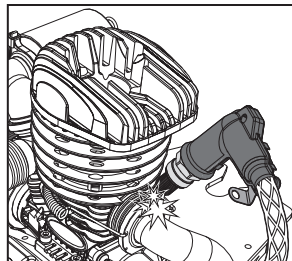
The spark plug used with your engine (DYNE0550) is designed specifically for the engine and is only available from Dynamite. Only use the spark plug with the designed cylinder head button (DYNE0513), as the head button creates the spark and controls the spark plug gap.

CAUTION: Before testing the spark plug, clean up spilled fuel and close fuel containers. Failure to do can result in injury, fire or damage.

Remove the spark plug from the engine and attach the plug wire and boot to the spark plug. Place the threaded end of the spark plug against the muffler. If there is no spark:

- Install a new spark plug (DYNE0550)

CAUTION: Do not test the spark plug near the spark plug hole or residual fuel may ignite.

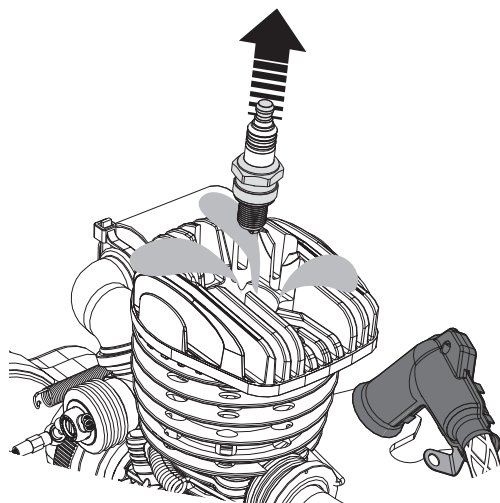


Flooded Engine

The engine will not start if too much fuel is in the cylinder. Excess fuel can be expelled by following the steps below.

1. Disconnect and remove the spark plug.
2. Install spin-start and rotate engine over for two seconds.
3. Replace the spark plug and make sure the boot is tightly secured.

NOTICE: Always clean up spilled fuel. Failure to do so may result in injury or damage.



Limited Warranty

What this Warranty Covers

Horizon Hobby, LLC, (Horizon) warrants to the original purchaser that the product purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase.

What is Not Covered

This warranty is not transferable and does not cover (i) cosmetic damage, (ii) damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or due to improper use, installation, operation or maintenance, (iii) modification of or to any part of the Product, (iv) attempted service by anyone other than a Horizon Hobby authorized service center, (v) Product not purchased from an authorized Horizon dealer, or (vi) Product not compliant with applicable technical regulations.

OTHER THAN THE EXPRESS WARRANTY ABOVE, HORIZON MAKES NO OTHER WARRANTY OR REPRESENTATION, AND HEREBY DISCLAIMS ANY AND ALL IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF NON-INFRINGEMENT, MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

Purchaser's Remedy

Horizon's sole obligation and purchaser's sole and exclusive remedy shall be that Horizon will, at its option, either (i) service, or (ii) replace, any Product determined by Horizon to be defective. Horizon reserves the right to inspect any and all Product(s) involved in a warranty claim. Service or replacement decisions are at the sole discretion of Horizon. Proof of purchase is required for all warranty claims. SERVICE OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE PURCHASER'S SOLE AND EXCLUSIVE REMEDY.

Limitation of Liability

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY, REGARDLESS OF WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, TORT, NEGLIGENCE, STRICT LIABILITY OR ANY OTHER THEORY OF LIABILITY, EVEN IF HORIZON HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. Further, in no event shall the liability of Horizon exceed the individual price of the Product on which liability is asserted. As Horizon has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability. If you as the purchaser or user are not prepared to accept the liability associated with the use of the Product, purchaser is advised to return the Product immediately in new and unused condition to the place of purchase.

Law

These terms are governed by Illinois law (without regard to conflict of law principals). This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. Horizon reserves the right to change or modify this warranty at any time without notice.

WARRANTY SERVICES

Questions, Assistance, and Services

Your local hobby store and/or place of purchase cannot provide warranty support or service. Once assembly, setup or use of the Product has been started, you must contact your local distributor or Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any assistance. For questions or assistance, please visit our website at www.horizonhobby.com, submit a Product Support Inquiry, or call the toll free telephone number referenced in the Warranty and Service Contact Information section to speak with a Product Support representative.

Inspection or Services

If this Product needs to be inspected or serviced and is compliant in the country you live and use the Product in, please use the Horizon Online Service Request submission process found on our website or call Horizon to obtain a Return Merchandise Authorization (RMA) number. Pack the Product securely using a shipping carton. Please note that original boxes may be included, but are not designed to withstand the rigors of shipping without additional protection. Ship via a carrier that provides tracking and insurance for lost or damaged parcels, as Horizon is not responsible for merchandise until it arrives and is accepted at our facility. An Online Service Request is available at http://www.horizonhobby.com/content/_service-center_render-service-center. If you do not have internet access, please contact Horizon Product Support to obtain a RMA number along with instructions for submitting your product for service. When calling Horizon, you will be asked to provide your complete name, street address, email address and phone number where you can be reached during business hours. When sending product into Horizon, please include your RMA number, a list of the included items, and a brief summary of the problem. A copy of your original sales receipt must be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

NOTICE: Do not ship LiPo batteries to Horizon. If you have any issue with a LiPo battery, please contact the appropriate Horizon Product Support office.

Warranty Requirements

For Warranty consideration, you must include your original sales receipt verifying the proof-of-purchase date. Provided warranty conditions have been met, your Product will be serviced or replaced free of charge. Service or replacement decisions are at the sole discretion of Horizon.

Non-Warranty Service

Should your service not be covered by warranty, service will be completed and payment will be required without notification or estimate of the expense unless the expense exceeds 50% of the retail purchase cost. By submitting the item for service you are agreeing to payment of the service without notification. Service estimates are available upon request. You must include this request with your item submitted for service. Non-warranty service estimates will be billed a minimum of ½ hour of labor. In addition you will be billed for return freight. Horizon accepts money orders and cashier's checks, as well as Visa, MasterCard, American Express, and Discover cards. By submitting any item to Horizon for service, you are agreeing to Horizon's Terms and Conditions found on our website http://www.horizonhobby.com/content/_service-center_render-service-center.

ATTENTION: Horizon service is limited to Product compliant in the country of use and ownership. If received, a non-compliant Product will not be serviced. Further, the sender will be responsible for arranging return shipment of the un-serviced Product, through a carrier of the sender's choice and at the sender's expense. Horizon will hold non-compliant Product for a period of 60 days from notification, after which it will be discarded.

Warranty and Service Contact Information

Country of Purchase	Horizon Hobby	Contact Information	Address
United States of America	Horizon Service Center (Repairs and Repair Requests)	servicecenter.horizonhobby.com/RequestForm/	4105 Fieldstone Rd Champaign, Illinois, 61822 USA
	Horizon Product Support (Product Technical Assistance)	www.quickbase.com/db/ bghj7ey8c?a=GenNewRecord	
		888-959-2306	
	Sales	sales@horizonhobby.com 888-959-2306	
United Kingdom	Service/Parts/Sales: Horizon Hobby Limited	sales@horizonhobby.co.uk +44 (0) 1279 641 097	Units 1–4 , Ployters Rd, Staple Tye Harlow, Essex, CM18 7NS, United Kingdom
Germany	Horizon Technischer Service	service@horizonhobby.de	Christian-Junge-Straße 1 25337 Elmshorn, Germany
	Sales: Horizon Hobby GmbH	+49 (0) 4121 2655 100	
France	Service/Parts/Sales: Horizon Hobby SAS	infofrance@horizonhobby.com +33 (0) 1 60 18 34 90	11 Rue Georges Charpak 77127 Lieusaint, France
China	Service/Parts/Sales: Horizon Hobby – China	info@horizonhobby.com.cn +86 (021) 5180 9868	Room 506, No. 97 Changshou Rd. Shanghai, China 200060

FCC Information

This device complies with part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.



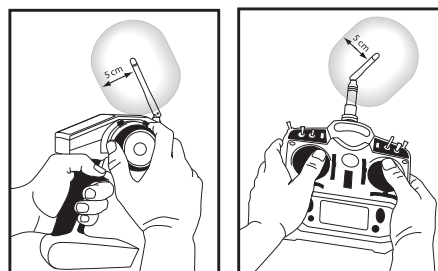
CAUTION: Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This product contains a radio transmitter with wireless technology which has been tested and found to be compliant with the applicable regulations governing a radio transmitter in the 2.400 GHz to 2.4835 GHz frequency range.

Antenna Separation Distance

When operating your Spektrum transmitter, please be sure to maintain a separation distance of at least 5 cm between your body (excluding fingers, hands, wrists, ankles and feet) and the antenna to meet RF exposure safety requirements as determined by FCC regulations.

The following illustrations show the approximate 5 cm RF exposure area and typical hand placement when operating your Spektrum transmitter.



Compliance Information for the European Union

AT	BE	BG	CZ	CY	DE	DK
EE	ES	FI	FR	GR	HR	HU
IE	IT	LT	LU	LV	MT	NL
PL	PT	RO	SE	SI	SK	UK
IS	LI	NO	CH			

Declaration of Conformity

(in accordance with ISO/IEC 17050-1)

No. HH2014041706

Product(s): LOS LST XXL 2.0 (Spektrum DX2E transmitter and SPMSRS4200 receiver included)

Item Number(s): LOS04002

Equipment class: 2

The object of declaration described above is in conformity with the requirements of the specifications listed below, following the provisions of the European R&TTE directive 1999/5/EC, EMC Directive 2004/108/EC and LVD Directive 2006/95/EC:

EN 300-328 V1.7.1: 2006

EN301 489-1 V1.9.2: 2012

EN301 489-17 V2.1.1: 2009

EN60950-1:2006+A11:2009+A1:2010+A12: 2011

EN55022:2010 + AC:2011

EN55024:2010



Signed for and on behalf of:
Horizon Hobby, LLC
Champaign, IL USA
Apr 17, 2014

Robert Peak
Chief Financial Officer
Horizon Hobby, LLC



Instructions for Disposal of WEEE by Users in the European Union

This product must not be disposed of with other waste. Instead, it is the user's responsibility to dispose of their waste equipment by handing it over to a designated collection point for the recycling of waste electrical and electronic equipment. The separate collection and recycling of your waste equipment at the time of disposal will help to conserve natural resources and ensure that it is recycled in a manner that protects human health and the environment. For more information about where you can drop off your waste equipment for recycling, please contact your local city office, your household waste disposal service or where you purchased the product.

Replacement Parts List • Teileliste • Liste des pièces de rechange • Elenco dei ricambi

Part #	English	Deutsch	Français	Italiano
SUSPENSION PARTS • AUFHÄNGUNG • SUSPENSION • PARTI DELLE SOSPENSIONI				
LOSB2035	F/R HD Suspension Arms (pr) (XXL/ LST2)	Querlenkerset Vorne/Hinten: XXL, LST2	Triangles de suspension AV/ARR renforcés (Paire) (XXL/LST2)	F/R HD bracci sospensioni (pr) (XXL/ LST2)
LOSB2102	Steering Bell Cranks, Shafts, & Chassis Braces (LST/2)	Servosaver und Chassishalter (LST/2)	Renvois de direction, axes et renforts de châssis (LST/2)	Rinvii sterzo, alberi e supporti telaio (LST/2)
LOSB2104	Front Spindles & Carriers (LST2/XXL)	Achsschenkel und Achsschenkelträger (LST2/XXL)	Fusées avant avec étriers (LST2/XXL)	Perni e guide anteriori (LST2/XXL)
LOSB2106	Rear Hub Carriers (LST/2/XXL)	Radträger hinten	Fusées arrières (LST/XXL)	Portamozzi posteriori (LST/2/XXL)
CHASSIS PARTS • CHASSIS • CHÂSSIS • CHASSIS				
LOSB2250	Chassis Side Rails - Long (XXL)	Chassis Seitenteile - Lang (XXL)	Longerons long (XXL)	Traverse laterali telaio - lunghe (XXL)
LOSB2254	Motor Plate/Chassis Brace (LST/2/XXL)	Motorplatter / Chassishalter	Platine moteur/renfort châssis (LST/2/ XXL)	Piastra motore/Supporto telaio (LST/2/ XXL)
LOSB2257	R&L Bulkheads & Hardware (LST/2/ XXL)	Bulkhead I+r m. Zbh.(LST/2/XXL)	Cellules gauche/droite avec support de diff (LST/2/XXL)	R&L paratie e viteria (LST/2/XXL)
LOS241000	Chassis Kit: XXL 2 Gas	Chassis Kit: XXL 2 Benziner	Plaques de châssis (XXL 2 GAS)	Kit telaio: XXL 2 Gas
LOSB2401	F/R Bumpers & Braces (LST/2/XXL)	Stoßfänger vorne u. Distanzstücke (LST/2XXL)	Pare-choc av/arr avec renfort (LST/2/ XXL)	Paraurti A/P e supporti (LST/2/XXL)
LOSB2450	F/R Body Mount Posts & Hardware (LST/2/XXL)	Karosseriehalter v/h (LST/2/XXL)	Support de carrosserie AV/ARR avec visserie (LST/2/XXL)	Supporti carrozzeria A/P e viteria (LST/2/XXL)
SHOCKS • STOSSDÄMPFER • AMORTISSEURS • AMMORTIZZATORI				
LOSB2815	Shock Nut & Cap Molded (4) (LST)	Dämpfermutter und. Endkappe (4) (LST)	Bouchon supérieur/bague de réglage (4) (LST)	Dadi ammort. e tappi stampati (4) (LST)
LOS243000	Shock Body Set (4), Red: XXL 2 Gas	Dämpfergehäuse Set, Rot XXL 2 Benzin	Corps d'amortisseur rouges (4) (XXL 2 GAS)	Set corpo ammortizz. (4), rosso: XXL 2 Gas
LOSB2840	Shock Shaft (LST/2)	Stoßdämpferkolben (LST/2)	Tige d'amortisseur (LST/2)	Albero ammortizz. (LST/2)
LOSB2875	Shock Cartridges & Seals (2) (LST/2)	Stoßdämpferkappe m. Dichtung (2) (LST/2)	Cartouches avec joints (2) (LST/2)	Cartucce ammort. e guarniz. (2) (LST/2)
LOSB2876	Shock Cartridge & Cap O-Rings (8) (LST/2)	Stoßdämpferkappe mit Oringen (8) LST/2)	Joints toriques de cartouche (8) (LST/2)	Cartucce ammort. e o-ring tappo. (8) (LST/2)
LOSB2900	Shock Hardware - All Plastic (LST/2)	Stoßdämpferzbh. Kunststoff. (LST/2)	Accessoires d'amortisseur en plastique (LST/2)	Viteria ammort. - tutta plastica (LST/2)
LOSB2950	Shock Springs - Silver (pr) (LST/2/XXL)	Dämpferfeder Silber Pr. (LST/2/XXL)	Ressorts argent (paire) (LST/2/XXL)	Molle ammort. - argento (pr) (LST/2/ XXL)
TRANSMISSION • ANTRIEB • TRANSMISSION • TRASMISSIONE				
LOSB3102	Transmission Case Set (LST/2)	Antriebsgehäuse Set (LST/2)	Boîtier de transmission (LST/2)	Set scatola trasmissione (LST/2)
LOSB3118	Front/Rear Bevel Set	Kegelrad Set v/h	Pignons coniques AV/ARR	Set coppia conica ant/post
LOSB3125	Trans Drive & Selector Pin Set (LST/2)	Antriebsstifte-Set (LST/2)	Set de goupilles de transmission (LST/2)	Set trasmissione e perni selettore (LST/2)
LOSB3127	Trans Output Shaft & Spacer (LST/2)	Getriebeausgangswelle und Hülse (LST/2)	Arbre de sortie avec entretoise (LST/2)	Albero uscita trasmissione e distanziale (LST/2)
LOSB3128	Trans Outdrive Cup Set (LST/2)	Mitnehmer für Kardanwelle (LST/2)	Noix de sorties (LST/2)	Set bicchierino trasmissione (LST/2)
LOSB3132	Forward Only INput Shaft Set: LST/2	Welle Freilauf (LST/2)	Arbre d'entrée marche avant uniquement	Set solo albero entrata anter: LST/2
LOSB3133	Forward Only Input Gear, 22T: LST/2	Zahnrad Freilauf (LST/2)	Pignon d'entrée marche avant uniquement	Solo ingranaggio entrata anter 22T: LST/2
LOSB3135	Fwd. Only Counter Shaft Set (LST/2/ AFT)	Gegenwelle Freilauf (LST/2)	Arbre intermédiaire marche avant uniquement	Solo set albero secondario anter. (LST/2/AFT)
LOSB3136	Fwd. Only Counter Gear 23T Ti-ni (LST/2/AFT)	Gegenzahnrad Freilauf 23 Zähne (LST/2)	Pignon intermédiaire marche avant uniquement	Solo ingranaggio secondario anter. 23T Ti-ni (LST/2/AFT)
LOSB3138	Fwd. Only Trans Plug Set (LST/2/AFT)	Getriebeabdeckung (2Gang) (LST)	Capuchons pour marche avant uniquement.	Set solo spina trasm. anter. (LST/2/ AFT)
LOSB3190	Gear Cover (2-Speed) (LST)	Getriebeabdeckung innen (2Gang) (LST)	Couvercle de protection (transmission à 2 vitesse)	Coperchio ingranaggi (2-velocità) (LST)
LOSB3193	Inside Gear Cover (LST)	Getriebeabdeckung innen (2Gang) (LST)	Couvercle interne de transmission	Coperchio interno ingranaggi (LST)
LOSB4203	FWD/REV & Brake Arms (LST/2)	Vorwärts/rückwärts Anlenkhebel (LST/2)	Leviers de freins et de M AV/ARR	FWD/REV & bracci freno (LST/2)
CLUTCH PARTS • KUPPLUNG • EMBRAYAGE • PARTI FRIZIONE				
LOSB3322	Clutch Spring Set (3) Silver (LST/2)	Kupplungsfedern silber (3) (LST/2)	Set de ressorts d'embrayage argent (3)	Set molle frizione (3) argento (LST/2)
LOSB3323	Aluminum Clutch Shoe & Spring Set (All)	Team Losi Aluminium Kupplungsbacken	Set de mâchoires en aluminium et ressorts	Pattini frizione alluminio e set molla (All)
2-SPEED & SLIPPER PARTS • 2-GANG GETRIEBE U. RUTSCHKUPPLUNG • BOÎTE À 2 VITESSES ET SLIPPER • PARTI 2 VELOCITA' E SLIPPER				
LOSB3341	Clutch Bell Two Speed, 18/25T: LST/2	Losi Kupplungsglocke, 2-Gang 18/25Z: LST2	Cloche d'embrayage 18/25T	Campana frizione 2 velocità, 18/25T: LST/2
LOSB3401	2-Speed Cam & Bushings (LST/2)	2-Gang Träger und Gleitlager (LST/2)	Came avec paliers	Cam 2 velocità e boccole (LST/2)

Part #	English	Deutsch	Français	Italiano
LOSB3404	2-Speed Clutch Shoes & Hardware (LST/2)	Losi 2-Gang Kupplungsbacken und Zubehör: LST/2	Mâchoires avec visserie	Pattini frizione 2 velocità e viteria (LST/2)
LOSB3410	2-Speed Low Gear Hub w/One-Way (LST/2/XXL)	2-Gang Träger 1.Gang mit Freilauf (LST/2/XXL)	Moyeu de roue libre de 1ère vitesse	Mozzo ingran. veloc. bassa c/ ruotalibera (LST/2/XXL)
LOSB3411	2-Speed High Gear Hub w/Bearing (LST/2/XXL)	2-Gang Träger 2.Gang mit Freilauf (LST/2/XXL)	Moyeu de 2 ème vitesse	Mozzo ingran. veloc. alta c/cuscinetto (LST/2/XXL)
LOSB3420	70T Spur (1st) Gear (LST/2/XXL)	70T Hauptzahnrad/ 2 Gang (LST/2/XXL)	Couronne 70T (1ère vitesse)	Prima corona 70T (LST/2/XXL)
LOSB3424	63T Spur (2nd) Gear (LST/2/XXL)	63T Hauptzahnrad/Schaltstufe 2: LST/2/XXL	Couronne 63T (2ème vitesse)	Seconda corona 63T (LST/2/XXL)
LOSB3450	Slipper Cage (LST/2)	Kupplungskäfig (LST/2)	Cage de slipper	Gabbia slipper (LST/2)
LOSB3451	Slipper Pads & Plates (LST/2)	Kupplungsbeläge u. Platten (LST/2)	Plateaux et garnitures de slipper	Palette e piastre slipper (LST/2)
LOSB3455	2-Speed/Slipper Thrust Bearing & Hardware (LST/2)	2-Gang Rutschkupplung Drucklager m. Zbh (LST/2)	Butée à billes et accessoires de slipper	Cuscinetto reggispira 2 veloc./slipper e viteria (LST/2)
DRIVETRAIN PARTS • GETRIEBE • TRANSMISSION • PARTI TRASMISSIONE				
LOS242000	20mm Wheel Hex Set, Red: XXL 2 Gas	Radmuttern 20mm Rot: XXL 2 Benzin	Hexagônes de roues 20mm rouges	Set esagoni ruote 20mm, rossi: XXL 2 Gas
LOSA3505	Diff Seal Set: 8B, 8T, LST, XXL/2	Losi 8B/T,LST: Diff-Dichtungs Set	set de joints de différentiel	Set guarnizioni diff, XXL/2
LOSB3520	F/R Super-Duty CV Drive Shaft (pr) (LST2/XXL)	Antriebswellenset Vorne/Hinten: LST2,	cardan CVD renforcé AV/ARR (paire)	F/R Super-Duty CV Drive Shaft (pr) (LST2/XXL)
LOSB3521	F/R Super-Duty CV Drive Shaft Only (LST2/XXL)	Antriebswelle: LST2,	Tige de cardan CVD renforcé AV/ARR	Albero trasmissione rinforzato CV (LST2/XXL)
LOSB3522	F/R Super-Duty CV Axle (LST2/XXL)	Achse v/h (LST2/XXL)	Axe de roue AV/ARR	Solo albero trasmissione rinforzato CV (LST2/XXL)
LOSB3523	F/R Super-Duty CV Rebuild Set (pr) (LST2/XXL)	Achse v/h Reperaturset (Pr) (LST2/XXL)	Kit de réparation pour cardan CVD renforcé (paire)	F/R Asse rinforzato CV (pr) (LST2/XXL)
LOSB3534	F/R Diff Ring & Pinion Gears (All)	Triebling und Tellerrad Diff v/h (Alle)	Pignons et couronne de diff AV/ARR	F/R Anello diff. e pignoni (tutti)
LOSB3537	F/R Diff Housing (All)	Diffgehäuse v/h	Corps de diff AV/ARR	F/R Scatola diff. (tutti)
LOSB3538	F/R Diff Bevel Gear Set (All)	Diff. Kegelrad v/h. (alle)	Pignons coniques de diff AV/ARR	Set coppie coniche diff. (tutte)
LOSB3540	F/R Diff Outdrive Set (All)	Diff-Abtriebs Set (Alle)	Noix de sortie de diff AV/ARR	F/R Set bicchierini diff. (tutti))
LOSB3541	F/R Diff Drive Yoke (All)	Diff Mitnehmer v/h (alle)	Noix de cardans central AV/ARR	F/R Staffa azionamento diff. (tutti)
LOSB3547	Center CV Driveshaft Assm. - Long (XXL)	Antriebswelle Mitte lang (XXL)	Cardans CVD centraux longs	Albero trasm. centrale CV assembl. - lungo (XXL)
LOSB3601	Brake Disks - Steel(2) (LST/2)	Bremsscheibe Stahl (2) (LST/2)	Disques de frein acier (2)	Disco freno - acciaio (2) (LST/2)
LOSB3603	Brake Cam (LST/2)	Bremsnock (LST/2)	Came de frein	Cam freno (LST/2)
LOSB3605	Brake Pads & Bracket (LST/AFT/XXL)	Brensbleag u. Halter (LST/AFT/XXL)	Plaquettes de frein avec guide	Pattini freno e supporto (LST/AFT/XXL)
HARDWARE • SCHRAUBEN U. ZBH. • VISSERIE • VITERIA				
LOSA4002	Antenna Tube & Cap	Losi Antennen Kit	Tube d'antenne avec capuchon	Antenna Tube & Cap
LOSA4003	Antenna Caps	Antennen Kappen	Capuchons d'antenne	CAppucci antenna
LOSA6100	1/8" E-Clips	1/8 E-Clips	Circlips 1/8	1/8" E-Clips
LOSA6103	3/32" E-Clips	3/32 E-Clips	Circlips 3/32	3/32" E-Clips
LOSA6106	4mm E-Clips (12)	4mm E-Clips (12)	Circlips 4mm (12)	4mm E-Clips (12)
LOSA6107	6mm W-Clips (12)	6mm W-Clips (12)	Circlips 6mm (12)	6mm W-Clips (12)
LOSA6204	4-40 x 1/2" Cap Head Screw (10)	4-40 x 1/2 Zylinderkopfschrauben (10)	Vis CHC 4-40 x 1/2 (10)	4-40 x 1/2" Vite testa a brugola (10)
LOSA6205	4-40 x 3/4" Cap Head Screw (10)	4-40 x 3/4 Zylinderkopf Schrauben (10)	Vis CHC 4-40 x 3/4 (10)	4-40 x 3/4" Vite testa a brugola (10)
LOSA6206	4-40 x 3/8 Cap Head Screw (10)	4-40 x 3/8 SH Schrauben (10)	Vis CHC 4-40 x 3/8 (10)	4-40 x 3/8 Vite testa a brugola (10)
LOSA6210	4-40 x 3/8 Flat Head Screw (10)	4-40 x 3/8 Flachkopfschrauben (10)	Vis FHC 4-40 x 3/8 (10)	4-40 x 3/8 Vite testa piatta (10)
LOSA6216	4-40 x 7/8" Cap Head Screw (10)	4-40 x 7/8 Zylinderkopf Schrauben (10)	Vis CHC 4-40 x 7/8 (10)	4-40 x 7/8" Vite testa a brugola(10)
LOSA6220	4-40 x 1/2" Flat Head screw (10)	4-40 x 1/2 Flachkopfschrauben (6)	Vis FHC 4-40 x 1/2 (10)	4-40 x 1/2" Vite testa piatta (10)
LOSA6221	4-40 x 5/8" Cap Head Screw (6)	4-40 x 5/8 Zylinderkopfschrauben (10)	Vis CHC 4-40 x 5/8 (6)	4-40 x 5/8" Vite testa a brugola (6)
LOSA6227	4-40 Hardened Setscrew (10)	Madenschrauben gehärtet 4-40 (10)	Vis HC 4-40 trempée (10)	4-40 Grano indurito (10)
LOSA6229	4-40 x 3/8" Button Head Screw (10)	4-40 x 3/8 Rundkopfschrauben (10)	Vis BHC 4-40 x 3/8 (10)	4-40 x 3/8" Vite a testa tonda (10)
LOSA6232	2-56 x 1/4" Cap Head Screw (10)	2-56 x 1/4 Inbusschrauben	Vis CHC 2-56 x 1/4(10)	2-56 x 1/4" Vite testa a brugola (10)
LOSA6233	4-40 x 5/8" Flat Head Screw (10)	4-40 x 5/8 Flachkopfschrauben (10)	Vis FHC 4-40 x 5/8 (10)	4-40 x 5/8" Vite testa piatta(10)
LOSA6234	4-40 x 1/4" Button Head Screw (10)	4-40 x 1/4 Halbrundschraben (10)	Vis BHC 4-40 x 1/4 (10)	4-40 x 1/4" Vite a testa tonda (10)
LOSA6240	5-40 x 1/2" Cap Head Screw (8)	5-40 x 1/2 Inbusschrauben (8)	Vis CHC 5-40 x 1/2 (8)	5-40 x 1/2" Vite testa a brugola (8)
LOSA6241	5-40 x 5/8" Cap Head Screw (8)	5-40 x 5/8 Inbusschrauben (8)	Vis CHC 5-40 x 5/8 (8)	5-40 x 5/8" Vite testa a brugola (8)
LOSA6242	5-40 x 1-1/4" Cap Head Screw (4)	5-40 x1 1/4 Inbusschrauben (8)	Vis CHC 5-40 x 1-1/4 (4)	5-40 x 1-1/4" Vite testa a brugola (4)
LOSA6244	Kingpin Screw (LST) (8)	Kingpin Schraube (LST) (8)	Vis/pivot de fusée (8)	Vite a perno (LST) (8)
LOSA6245	4-40 x 5/16" Cap Head Screw (10)	4-40 x 5/16 Inbusschrauben (10)	Vis CHC 4-40 x 5/16 (10)	4-40 x 5/16" Vite testa a brugola (10)
LOSA6246	2-56 x 5/8" Cap Head Screw (8)	2-56 x 5/8 Inbusschrauben (8)	Vis CHC 2-56 x 5/8 (8)	2-56 x 5/8" Vite testa a brugola (8)

Part #	English	Deutsch	Français	Italiano
LOSA6247	2-56 x 3/4" Cap Head Screw	2-56 x 3/4 Inbusschraube	Vis CHC 2-56 x 3/4	2-56 x 3/4" Vite testa a brugola
LOSA6250	4 & 5mm Setscrews (4 ea)	4 u. 5mm Madenschrauben (je 4)	Vis HC M4 et M5 (4 de chaque)	4 & 5mm Grani (4 ea)
LOSA6307	5-40 Nuts - Lock & Hex (4 ea)	5-40 Stopmutter	Ecrous freins 5-40 (4)	5-40 Dadi auto bloccanti ed esagoni (4 ea)
LOSA6305	4-40 Steel Locknuts	4-40 1/2 Muttern Stahl (10)	Ecrous frein inox 4-40	4-40 Autobloccanti in acciaio
LOSA6321	5mm Locknuts - R & L Thread (4 ea)	5mm Stopmutter/Rechts Links drehend (je 4)	Ecrous freins M5 -Pas à gauche et à droite (4 de chaque)	5mm Dadi autobloccanti con filetto destro e sinistro (4 ea)
LOSA6350	#4 x 1/8" Hardened Washers	Unterlegscheiben #4 and 1/8 gehärtet	Rondelles trempées #4x 1/8	#4 x 1/8" Rondelle indurite
LOSA6355	2.2 & 3.6mm Washers (6 ea)	3.6 x 10mm U-Scheiben (6)	Rondelles 2.2 et 3.6mm (6)	2.2 & 3.6mm rondelle (6 ea)
LOSA6356	5 & 6mm Shim Set	Unterlegscheiben 5mm / 6mm	Set de cales de 5 et 6mm	5 & 6mm Shim Set
LOSA6937	5 x 10mm Shielded Ball Bearings (2)	5x10mm Kugellager gekapselt(2)	Roulement flasqué 5x10mm (2)	5 x 10mm Cuscinetti a sfere schermati (2)
LOSA6939	6 x 10mm Shielded Ball Bearings (4)	6x10mm Kugellager gekapselt (4)	Roulement flasqué 6x10mm (4)	6 x 10mm Cuscinetti a sfere schermati (4)
LOSA6940	6 x 12mm Shielded Ball Bearings (4)	6x12mm Kugellager gekapselt (4)	Roulement flasqué 6x12mm (4)	6 x 12mm Cuscinetti a sfere schermati (4)
LOSA6941	6 x 12mm Flanged Ball Bearings (4)	6x12 Kugellager m. Flansch (4)	Roulement épaulé 6x12mm (4)	6 x 12mm Cuscinetti a sfere schermati (4)
LOSA6942	8 x 16mm Sealed Ball Bearings (4)	8x16mm Kugellager (4)	Roulement étanche 8x16mm (4)	8 x 16mm Sealed Ball Bearings (4)
LOSA6944	15x21x4mm Shielded Ball Bearings	15x 21x4mm Kugellager gekapselt(2)	Roulement flasqué 15x21x4mm	15x21x4mm Cuscinetti a sfere schermati
LOSB3951	Differential Shims (13mm) (LST/2/AFT)	Diff Unterlegscheiben (13mm) LST/2/AFT)	Cales de différentiel (13mm)	Rasamenti diff. (13mm) (LST/2/AFT)
LOSB4001	93mm Turnbuckle Set w/Ends (2) (LST)	Gewindestiftsatz R/L/m.End, 93mm (2): LST	Biellettes 93mm avec chapes (2)	93mm Set tenditori c/terminali (2) (LST)
LOSB4020	Rod Eds & Pivot Balls (8) (LST)	Kugelpfanne und Pivot Kugel (8) (LST)	Chapes avec rotules (8)	Attacchi a sfera (8) (LST)
LOSB4104	Pivot Pin Set (4 ea) (LST)	Querlenkerstifte aussen (je 4) (LST2)	Set d'axe des pivots (4)	Set perni rotanti (4 ea) (LST)
LOSB4111	Spindle Bearing Spacer Set (LST/AFT)	Kugellagerdistanzhülse im Radträger 8LST/AFT)	Set d'entretoises pour roulements de fusées	Set distanziali cuscinetti perni (LST/AFT)
LOSB4201	Steering Hardware Set (LST/2)	Schraubenset für Lenkung (LST/2)	Accessoires de direction	Set viteria sterzo (LST/2)
LOSB4203	Fwd/Rev & Brake Arms (LST/2/AFT)	Vorwärts/rückwärts Anlenkhebel (LST/2/AFT)	Leviers de frein et de marche AV/ARR	Bracci avanti/indietro e freno (LST/2/AFT)
LOSB4204	Throttle, Brake Reverse Linkage Set (LST)	Anlenkset Gas Bremse Rückwärtsgang (LST2)	Set de tringleries de gaz, de freins et de marche arrière	Set comandi motore, freno reverse (LST)
LOSB4250	Servo Saver & Mount Set (LST/2)	Servo-Saver u. Befestigungssatz (LST/2)	Set de sauve-servo et de fixations	Set salva servo e supporto (LST/2)
LOSB4603	4-Way Wrench (Steel).	4-fach Schraubenschlüssel (Stahl)	Clé en croix en inox	Chiave in acciaio a 4 vie (Steel)
TLR8202	Body Clips	Body Clips	Clips de carrosserie	Clips carrozzeria
TLR237000	5 x 8mm Shielded Ball Bearings	5x8x2.5mm Kugellager (2)	Roulement flasqué 5x8mm	5 x 8mm Cuscinetti a sfere schermati

ENGINE PARTS • ENGINE PARTS • PIÈCES MOTEUR • PARTI MOTORE

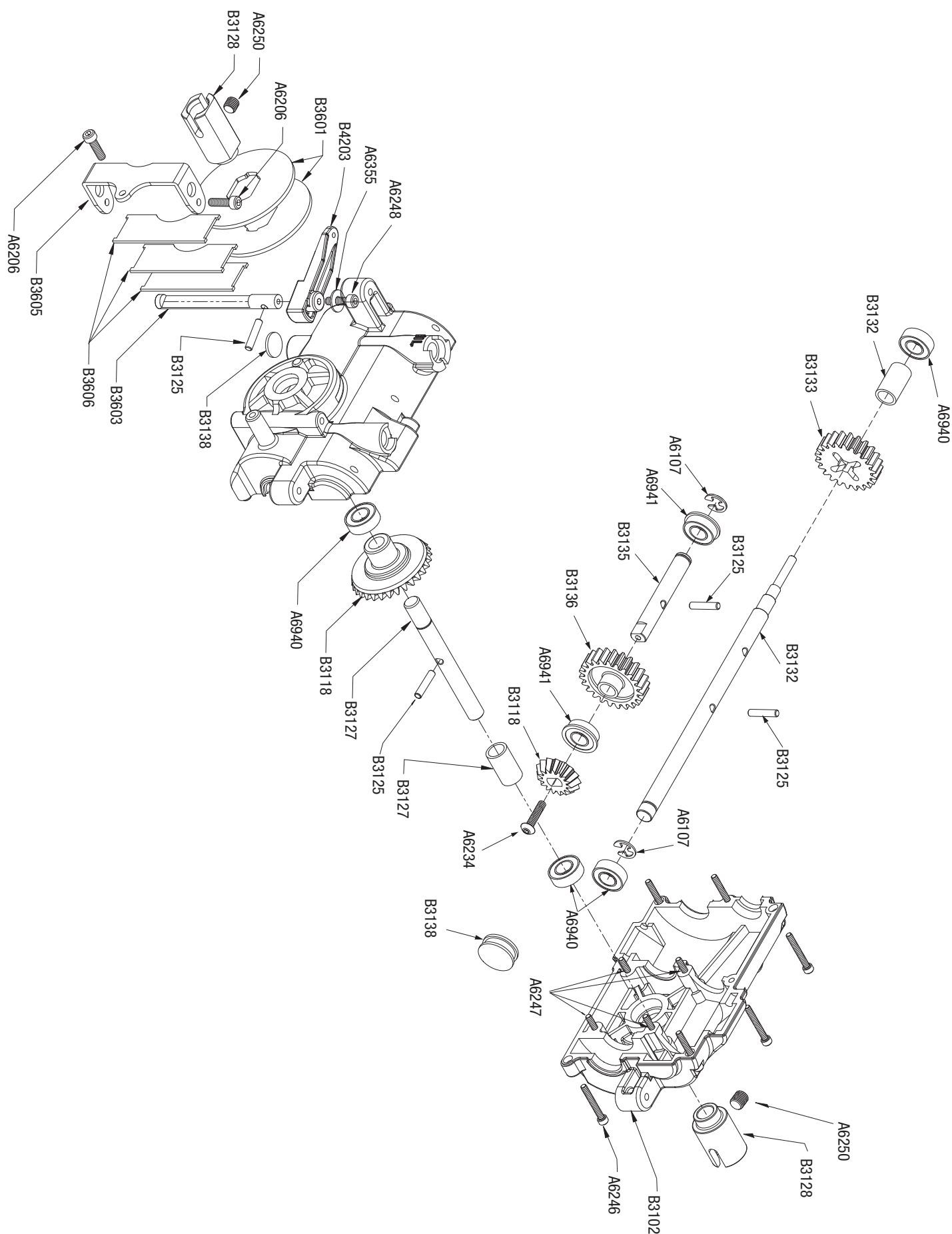
DYNE0500	.31 Gas Engine	.31 Benzin Motor	Moteur essence .31	.31 Motore a benzina
DYNE0505	.31 Gas Engine with CDI	.31 Benzinmotor (5,5cc) m. Einspritzung	Moteur essence .31 avec CDI	.31 Motore a benzina con CDI
DYNE0510	Cylinder Head Screws (16): .31	.31:Zylinderkopfschrauben	Moteur .31 - Vis de culasse (16)	Viti testa cilindro (16): .31
DYNE0511	Cylinder Head Upper: .31	.31: Zylinderkopf oberes Teil	Moteur .31 - Partie supérieure de la culasse	Testa cilindro superiore .31
DYNE0512	Cylinder Head Lower: .31	.31: Zylinderkopf unteres Teil	Moteur .31 - Partie inférieure de la culasse	Testa cilindro inferiore .31
DYNE0513	Head Button: .31	.31: Zylinderkopfzentralstück	Moteur .31 - Insert de culasse	Viti testa .31
DYNE0514	Head Shims .1mm (2), .2mm (2): .31	.31: Unterlegscheibe .1mm	Moteur .31 - Joint de culasse ep 0.1mm (2) et 0.2mm (2)	Rasamenti testa.1mm (2), .2mm (2): .31
DYNE0516	Piston/Sleeve/Connecting Rod: .31	.31: Lauffachse / Kolben/ Pleuel	Moteur .31 - Piston/chemise/ bielle	Pistone/Cilindro/Biella .31
DYNE0517	Connecting Rod: .31	.31: Pleuel	Moteur .31 - Bielle	Biella: .31
DYNE0518	Wrist Pin w/clips: .31	.31: Kolbenbolzen	Moteur .31 - Axe de piston avec clips	Spinotto c/clips .31
DYNE0519	Clutch Nut: .31	.31: Kupplungsmutter	Moteur .31 - Ecrou d'embrayage	Dado frizione: .31
DYNE0520	Flywheel 42mm: .31	.31: Schwungrad 42mm	Moteur .31 - Volant diam. 42mm	Volano 42mm: .31
DYNE0521	Collet: .31	.31: Stelling	Moteur .31 - Cône	Collare conico: .31
DYNE0522	Carb. Retain Post Set: .31	.31: Vergaserhaltstift	Moteur .31 - Set de fixation de carburateur	Set fermo carburatore: .31
DYNE0523	Exhaust Manifold Gasket: .31	.31: Krümmerdichtung	Moteur .31 - Joint d'échappement	Guarnizioni scarico: .31
DYNE0524	Front Bearing (7x19x6): .31	.31: Kugellager vorne (7x19x6)	Moteur .31 - Roulement avant 7x19x6	Cuscinetto anteriore (7x19x6): .31
DYNE0525	Rear Bearing (14x25.5x6): .31	.31:Kugellager hinten (7x19x6)	Moteur .31 - Roulement arrière 14x25.5x6	Cuscinetto posteriore (14x25.5x6): .31
DYNE0526	Crankcase: .31	.31: Kurbelgehäuse	Moteur .31 - Carter	Carter: .31
DYNE0527	Crankshaft: .31	.31: Kurbelwelle	Moteur .31 - Vilebrequin	Carter: .31

Part #	English	Deutsch	Français	Italiano
DYNE0528	Carburetor (3 Needle): .31	.31: Vergaser (3 Nadeln)	Moteur .31 - Carburateur	Carburatore (3 spilli) .31
DYNE0529	Carb O-Ring/Seal Set: .31	.31: Vergaser O-ring / Dichtungsset	Moteur .31 - Set de joints toriques de carburateur	Set guarnizione o-ring carburatore: .31
DYNE0530	Throttle Barrel: .31	.31: Gasküken	Moteur .31 - Boisseau de carburateur	Protezione barilotto: .31
DYNE0531	Low Speed Needle: .31	.31: Halbgasadel	Moteur .31 - Pointeau de reprise	Spillo minimo: .31
DYNE0532	Throttle Barrel Boot: .31	.31: Manschette Gasküken	Moteur .31 - Soufflet de boisseau de carburateur	Protezione barilotto: .31
DYNE0533	Carb Ball Link/Ball End: .31	.31: Kugelkopfanschluss Vergaser	Moteur .31 - Rotule de levier de carburateur	Attacchi a sfera carburatore: .31
DYNE0536	High Speed Needle Valve: .31	.31: Vollgasadelventil	Moteur .31 - Pointeau de richesse	Porta spillo del massimo: .31
DYNE0537	High Speed Needle Holder: .31	.31: Halter Vollgasadel	Moteur .31 - Buse de pointeau de richesse	Porta spillo del massimo: .31
DYNE0538	Fuel Inlet Nipple: .31	.31: Kraftstoffnippel	Moteur .31 - Prise d'arrivée carburant	Presa ingresso carburante: .31
DYNE0539	Idle Speed Screw: .31	.31: Leerlaufschraube	Moteur .31 - Vis de ralenti	Vite velocità minimo: .31
DYNE0541	Carb Body: .31	.31: Vergasergehäuse	Moteur .31 - Corps de carburateur	Corpo carburatore: .31
DYNE0542	Backplate w/O-Ring, Screws: .31	.31: Rückplatte m. O-Ringen und Schrauben	Moteur .31 - Bouchon de carter avec joint torique et vis	Viti tappo senza o-ring: .31
DYNE0543	Backplate O-ring (2): .31	.31: O-Ring Rückplatte	Moteur .31 - Joint torique de bouchon de carter (2)	O-ring tappo (2): .31
DYNE0544	One Way Bearing: .31	.31: Freilauf	Moteur .31 - Roue libre	Cuscinetto ruota libera: .31
DYNE0545	Spin Start Shaft: .31	.31: Drehstarterwelle	Moteur .31 - Axe de démarrage	Albero Spin-start: .31
DYNE0546	Backplate/Shaft/One-Way: .31	.31: Rückplatte /Welle/Freilauf	Moteur .31 - Plaque arrière avec axe et roue libre	Tappo/Albero/Ruota libera: .31
DYNE0547	Spin Start Assembly: .31	Dynamite .31: Drehstarterset	Moteur .31 - Backplate complète	Gruppo Spin-start: .31
DYNE0548	Ignition Unit: .31	.31: Zündung	Moteur .31 - Module d'allumage	Unità accensione: .31
DYNE0549	Ignition Sensor Set: .31	.31: Zündsensor	Moteur .31 - Set de capteurs d'allumage	Set sensore accensione: .31
DYNE0550	Spark Plug: .31	.31: Zündkerze	Moteur .31 - Bougie	Candela: .31
DYNE0551	Tuned Pipe Set: .31	.31: Tuningschalldämpfer	Moteur .31 - Résonateur	Set risonanza: .31
DYNE4105	Small Block 2-Cycle Oil 282cc	Small Block 2-Takt Öl, 282cc	Huile pour moteur essence 2T de petite cylindrée, 282cc	Olio 2 tempi
ENGINE ACCESSORIES • ENGINE ACCESSORIES • ACCESSOIRES MOTEUR • ACCESSORI MOTORE				
DYN5645	Spin-Start Handheld Starter	Spin-Start Handstarter	Démarreur électrique portatif	Avviatore da palmo Spin-start
LOS241001	Gas Tank Assembly: XXL 2 Gas	Tank m. Zbh.: XXL 2	Réservoir à essence	Gruppo serbatoio: XXL 2 Gas
LOS54000	Air Filter Boot: XXL 2 Gas	Luftfilterflansch (2): LST XXL 2 Gas	Chaussette de filtre à air	Attacco filtro aria: XXL 2 Gas
LOSA9150	Air Filter Set: 8B, 8T	Luftfilter Set: 8B /8T	Filtre à air complet	Set filtro aria: 8B, 8T
LOSA9151	Air Filter Foams, Pre-Oiled: 8B, 8T	Luftfiltereinsatz vorgeölt: 8B/8T	Mousses de filtre à air pré-huilées	Spugna filtro aria già oliato: 8B, 8T
LOS24002	Engine Mount & Throttle Linkage Set: XXL 2 Gas	Motorhalter u. Gasgestänge Set: XXL 2 Gas	Supports moteur et tringlerie de gaz	Set supporto motore e comandi acceleratore: XXL 2 Gas
LOSB5056	Tuned Pipe Mount & Hardware (LST/2/XXL)	Schalldämpfer u. Zbh (LST/2/XXL)	Support de résonateur avec visserie	Supporto risonanza e viteria (LST/2/XXL)
WHEELS & TIRES • RAD & REIFEN • JANTES ET PNEUS • RUOTE & GOMME				
LOS44000	420S Force Wheel w/Cap, Blk Chrome (2): LST	420 Force Rad Chrom (2): LST	LST - Jantes 420S Force avec enjoliveur, chrome fumé (2)	420S Ruote Force w/Cap, Blk Chrome (2): LST
LOSB7202	420 Series ATX Tires w/Foam	Losi 420 ATX Reifen mit Schaum	Pneus ATX série 420 avec inserts en mousse (2)	420 Serie gomme ATX c/spugna
ELECTRONICS • ELEKTRONIK • ELECTRONIQUE • ELECTRONICS				
SPMS601	Extra Hi Tork WP Servo	Spektrum Extra High Torque Servo Spritzwasserdicht	Servo étanche couple élevé	Servo WP extra alta coppia
SPM2322	DX2E 2.4GHz DSM Radio System	Spektrum DX2E 2 Kanal DSMR Fernsteuerungs System	Emetteur DX2E 2.4GHz DSM	Radiocomando DX2E 2.4GHz DSM
SPMSRS4200	AVC Receiver	AVC Empfänger	Récepteur AVC	Ricevitore AVC
DYNB0502	7.4V 2000mAh 2S 5C LiPo Receiver Pack	7.4V 2000mAh 2S 5C LiPo Empfängerakku	Batterie RX Li-Po 2S 7,4V 2000mA 5C	Batteria LiPo ricevitore 7.4V 2000mAh 2S 5C
BODIES & ACCESSORIES • KAROSSERIE UND ZBH. • CARROSSERIE ET ACCESSOIRES • CARROZZERIA & ACCESSORI				
LOS240000	XXL Body Painted Red w/Stickers	Losi LST XXL 2 Gas: Karosserie lackiert	Carrosserie peinte avec autocollants rouges	Carrozzeria dipinta in rosso con adesivi

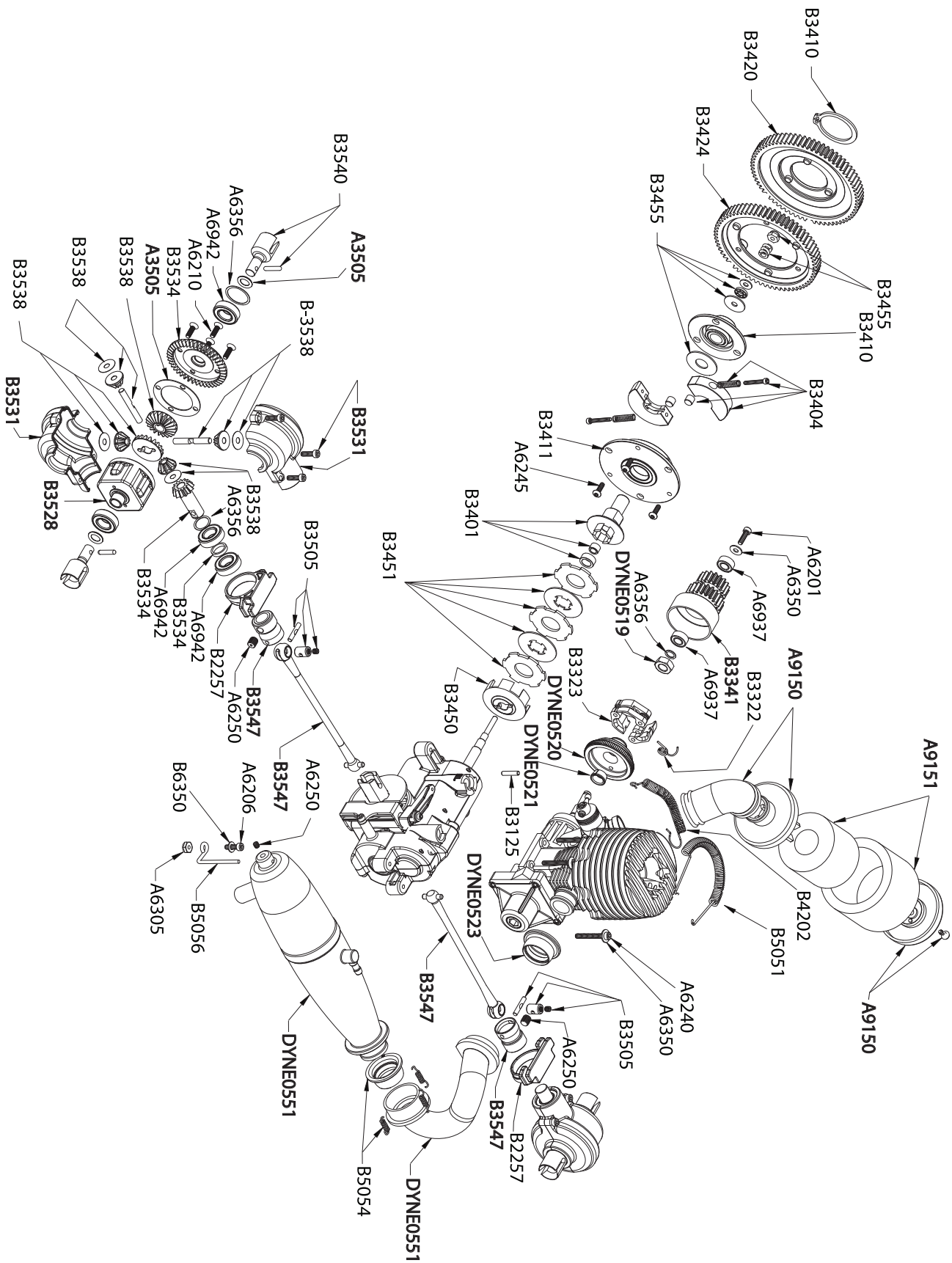
Optional Parts List • Optionale Teile • Liste des options • Elenco parti opzionali

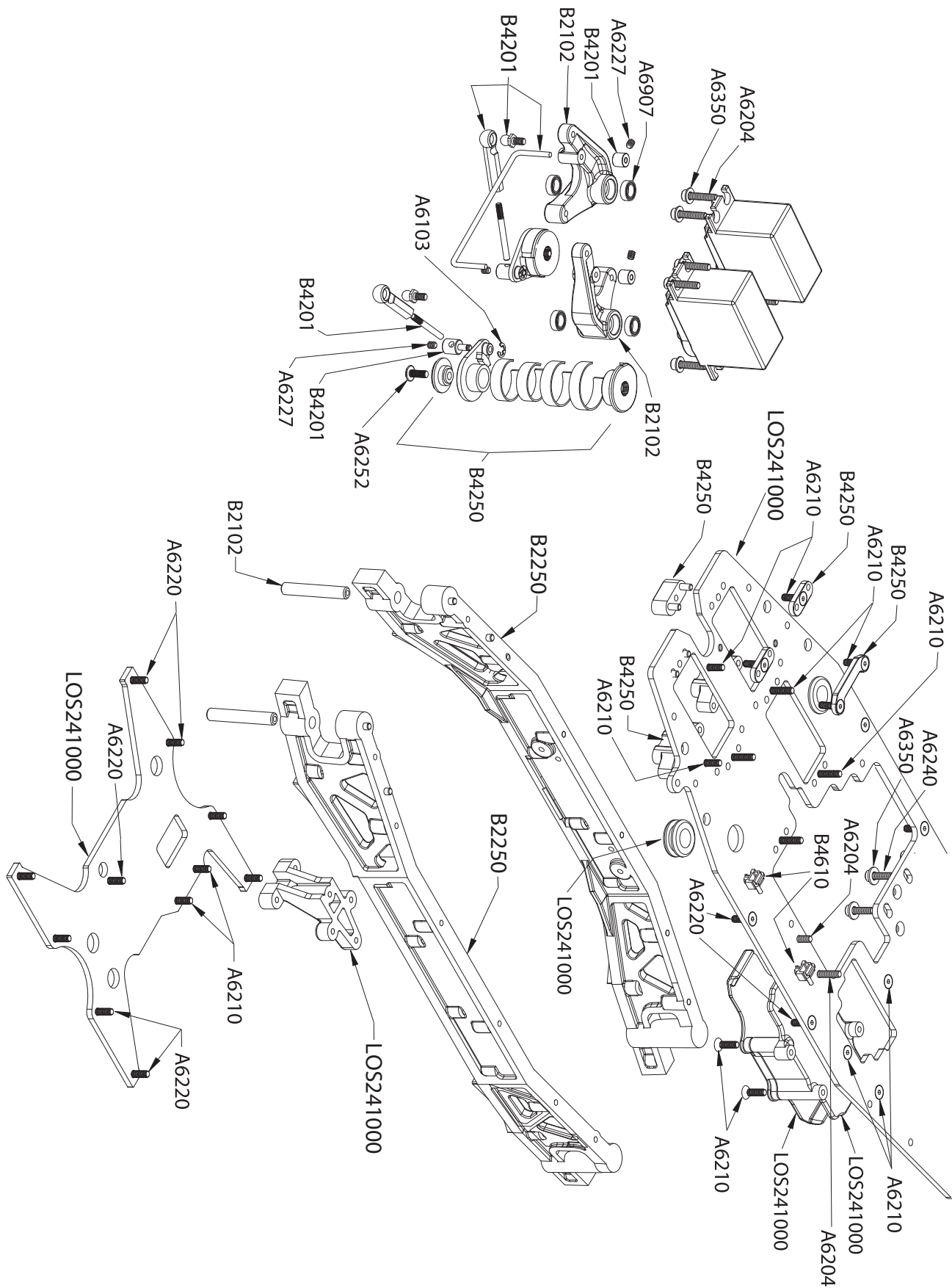
Part #	English	Deutsch	Français	Italiano
SUSPENSION PARTS • AUFHÄNGUNG • SUSPENSION • PARTI SOSPENSIONI				
LOSB2221	Sway Bar Kit (LST/2)	Stabilisatorsatz (LST/2)	Kit de barres ant-roulis	Kit barra antirollio (LST/2)
CHASSIS PARTS • CHASSIS • CHÂSSIS • PARTI TELAIO				
LOSB2261	Heavy Duty Chassis Skid Plate - Hard Ano. (LST/2)	Heavy Duty Chassis Skid Plate geh. (LST/2)	Platine inférieure de châssis anodisée dur	Pattino telaio rinforzato e anodizzato. (LST/2)
LOSB2451	Extra Long Body Mounts	lange Karosseriehalter	Supports de carrosserie allongés	Supporti carrozzeria extra lunghi
LOSB2501	Wing Mount Plastics (LST/2/AFT)	Flügelhalter K-.stoff	Supports en plastique pour aileron	Supporti alettone in plastica (LST/2/AFT)
SHOCKS • STOSSDÄMPFER • AMORTISSEURS • AMMORTIZZATORI				
LOSB2802	Shock Cap - Blue (LST/2/AFT/XXL)	Stoßdämpferkappe (LST/2/AFT/XXL)	Bouchons d'amortisseurs bleus	Tappi ammortizzatori - blu (LST/2/AFT/XXL)
LOSB2841	Titanium Nitride Shock Shaft (LST/2/AFT/XXL)	Titan Stoßdämpferkolben	Tige d'amortisseur Ti-Ni	Albero ammort. in titanio (LST/2/AFT/XXL)
LOSB2901	Shock Pivot Balls - Hard Ano. Aluminum (4) (LST/2/AFT/XXL)	Stoßdämpfer Kugelhöfpe geh. (4) (LST/2/AFT/XXL)	Rotules d'amortisseurs anodisées dur (4)	Attachi a sfera ammortizz. allum. anodizzati (4) (LST/2/AFT/XXL)
LOSB2949	Shock Springs - White 4.0 lb Rate (pr) (LST/2/AFT/XXL)	Losi Dämpferfedern Set/ Weiß 4.0 (pr): LST/ LST2/ AFT	Ressorts Blancs durété 4.0	Molle ammort. - bianche 4.0 lb Rate (pr) (LST/2/AFT/XXL)
LOSB2951	Shock Springs - Black 6.0 lb Rate (pr) (LST/2/AFT/XXL)	Losi Dämpferfedern Set/ Schwarz 6.0 (pr): LST/ LST2/ AFT/ MGB	Ressorts Noirs durété 6.0	Molle ammort. - nere 6.0 lb Rate (pr) (LST/2/AFT/XXL)
LOSB2952	Shock Springs - Yellow 7.4 lb Rate (pr) (LST/2/AFT/XXL)	Losi Dämpferfedern Set/ Gelb 7.4 (pr): LST/ LST2/ AFT/ MGB	Ressorts jaunes durété 7.4	Molle ammort. - gialle 7.4 lb Rate (pr) (LST/2/AFT/XXL)
TRANSMISSION • ANTRIEB • TRANSMISSION • TRASMISSIONE				
LOSB3118	F/R Bevel Gear Set 15/30 (XXL)	Kegelrad Set v/h 15/30 (XXL)	Pignons coniques AV/ARR 15/30	SET COPPIA CONICA
CLUTCH PARTS • DRIVETRAIN PARTS • GETRIEBE • EMBRAYAGE				
LOSB3323	Aluminum Clutch Shoe & Spring Set (LST2)	Kupplungsbacken und Spannfedernsatz, Alum(3): LST/2	Mâchoires en aluminium avec ressorts	Set pattini frizione allum. e molle(LST2)
LOSB3328	Long Wear Aluminum Clutch Shoes (3) (LST/2/XXL/Aft)	Extra haltbare Kupplungsbacken (3) (LST/2/XXL/Aft)	Mâchoires en aluminium longue durée (3)	pattini frizione allum. lunga durata(3) (LST/2/XXL/Aft)
LOSB3340	Clutch Bell Only 2-Speed (Threaded) (LST/2)	Kupplungsglocke, 2-Speed: LST2	Cloche d'embrayage filettée seule	Solo campana frizione 2 velocità (filettata) (LST/2)
LOSB3350	18T Steel Pinion (LST/2)	Losi 18T Ritzel/ Schaltstufe 1: LST	Pignon acier 18T	Pignone acciaio 18T (LST/2)
LOSB3356	25T Steel Pinion (LST/2)	Losi 25T Ritzel Stahl: LST2	Pignon acier 25T	Pignone acciaio 25T (LST/2)
2-SPEED & SLIPPERPARTS • 2-GANG GETRIEBE • BOITE À 2 VITESSES ET SLIPPER • PARTI 2 VELOC. & SLIPPER				
LOSB3428	2-Speed Steel. Ti-Nitride Gear Conversion (LST/2)	2 Gang Umbau Ti-Nitride Umbau (LST/2)	Kit de conversion pignon Ti-Ni	Conversione ingran. acciaio 2 veloc. Ti-Nitride (LST/2)
DRIVETRAIN PARTS • GETRIEBE • TRANSMISSION • PARTI TRASMISSIONE				
LOSB3531	Aluminum Diff Case - Polished (LST/2/AFT)	Aluminium Diff Gehäuse poliert LST/2, AFT)	Carter de différentiel poli	Scatola diff. allum. - lucidato (LST/2/AFT)
LOSB3535	Ti-Nitride F/R Ring & Pinion (LST/2/AFT)	Ti_Nitride Kegelrad u. Ritzel v/h	Pignon et couronne AV/ARR Ti-Ni	Pignone e anello Ti-Nitride F/R (LST/2/AFT)
HARDWARE • ZUBEHÖR • VISSERIE • VITERIA				
LOSB4102	Titanium Nitride Inner Hinge Pins (2) (LST/2)	Innere Titan Gelenk Pins (2) (LST/2)	Axes de pivots intérieurs Ti-Ni (2)	Perni interni cerniera Ti-Nitride (2) (LST/2)
LOSB4604	17mm Wheel Wrench Anodized Aluminum: LST2, MUG, 8B, 8T	17mm Radschlüssel Alu: Losi LST2/ MUG/ 8B/ 8T	Clé à roue 17mm en aluminium anodisé	Chiave ruote 17mm allum. anodizzato: LST2, MUG, 8B, 8T
LOSB3516	17MMHEXADAPTERSET(4): LST2, MUG	Losi 17mm Radmitnehmer Set (4): LST2/ MUG	Set d'adaptateurs 17mm (4)	Set adattatore esagon. 17mm(4): LST2, MUG
LOSB3517	17mm Hex Adapter and Hardware: LST2, MUG, 8B, 8T	17mm Radaufnahme Adapter: LST2, Mug, 8B, 8T	Adaptateur d'hexagones 17mm avec accessoires	Set adattatore esagon. 17mm e viteria: LST2, MUG, 8B, 8T
BODIES & ACCESSORIES • KAROSSERIE U. ZBH. • CARROSSERIE ET ACCESSOIRES • CARROZZERIA & ACCESSORI				
LOS240001	Body, Clear w/Stickers: XXL 2 Gas	Losi LST XXL 2 Gas: Karosserie transparent	Carrosserie transparente avec planche de décoration	Carrozzeria trasparente con adesivi XXL 2 Gas
DYN2835	Startup Tool Set: US	Dynamite Startup Werkzeug Set : US	Set d'outils de démarrage US	Set attrezzi iniziali: US
DYN2529	Mini Infrared Thermometer	Dynamite Mini Infrarot Temperaturmeßgerät	Mini thermomètre infrarouge	Set attrezzi iniziali
DYN3050	Machined Nut Driver Set: US	Dynamite Steckschlüsselset 4 Stück Zoll	Set de clés US usinées	Set chiave per dadi fresati: US
LOSA99166	Exhaust Spring Tool	Krümmfeder Werkzeug	Outil pour ressort d'échappement	Attrezzo molla scarico
LOSA99167	Tuning Screwdriver	Schraubendreher	Tournevis de réglage	Cacciavite per regolazioni
LOSA99168	Clutch Shoe/Spring Tool	Kupplungsbacken und Spannwerkzeug: LST, LST2	Outil montage/démontage embrayage	Pattino frizione
TLR76004	TLR LOK, Threadlock, Blue	TLR Schraubensicherungslack Blau	Frein filet TLR bleu	Frenafilletti blu

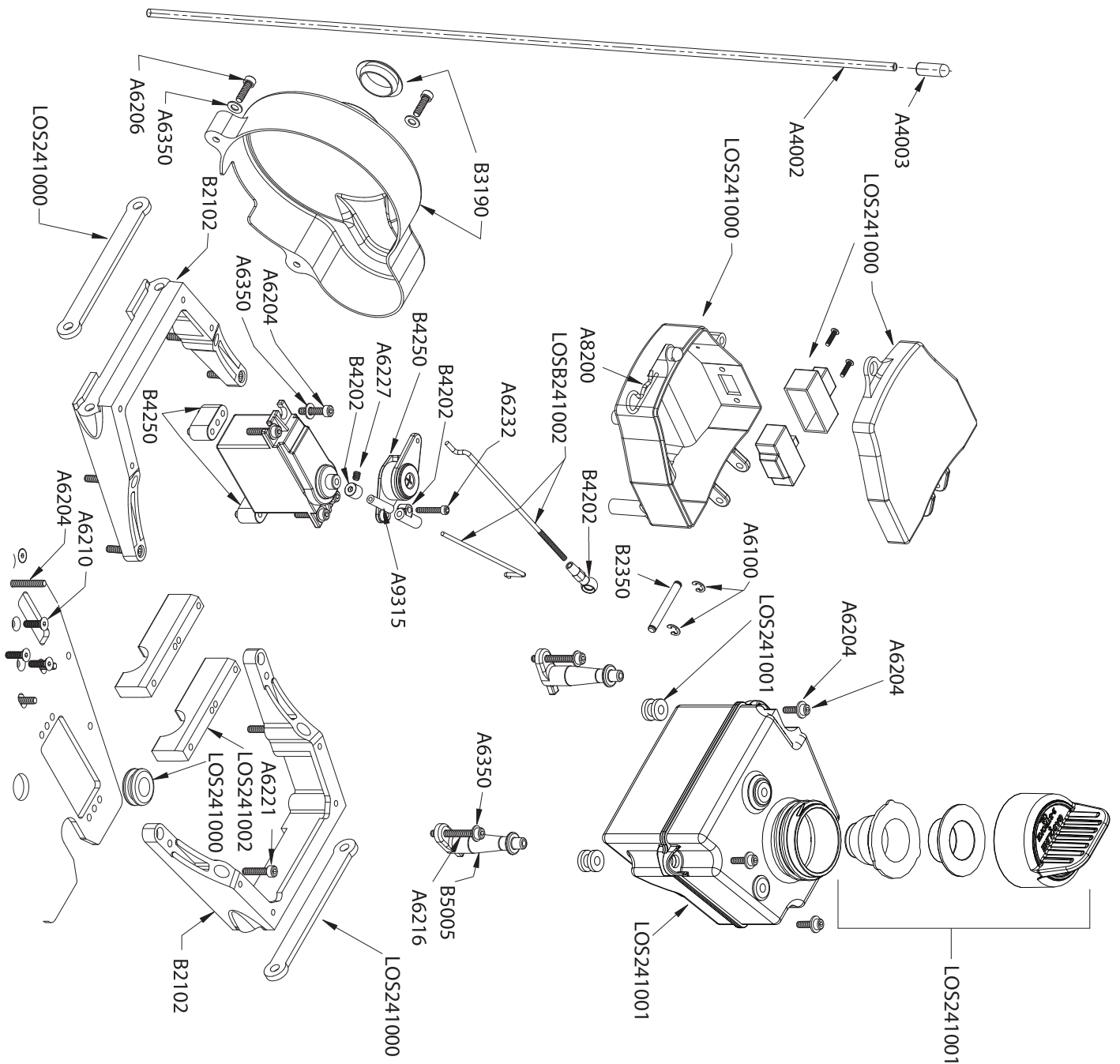
Transmission Assembly • Getriebe • Assemblage de la transmission • Gruppo trasmissione



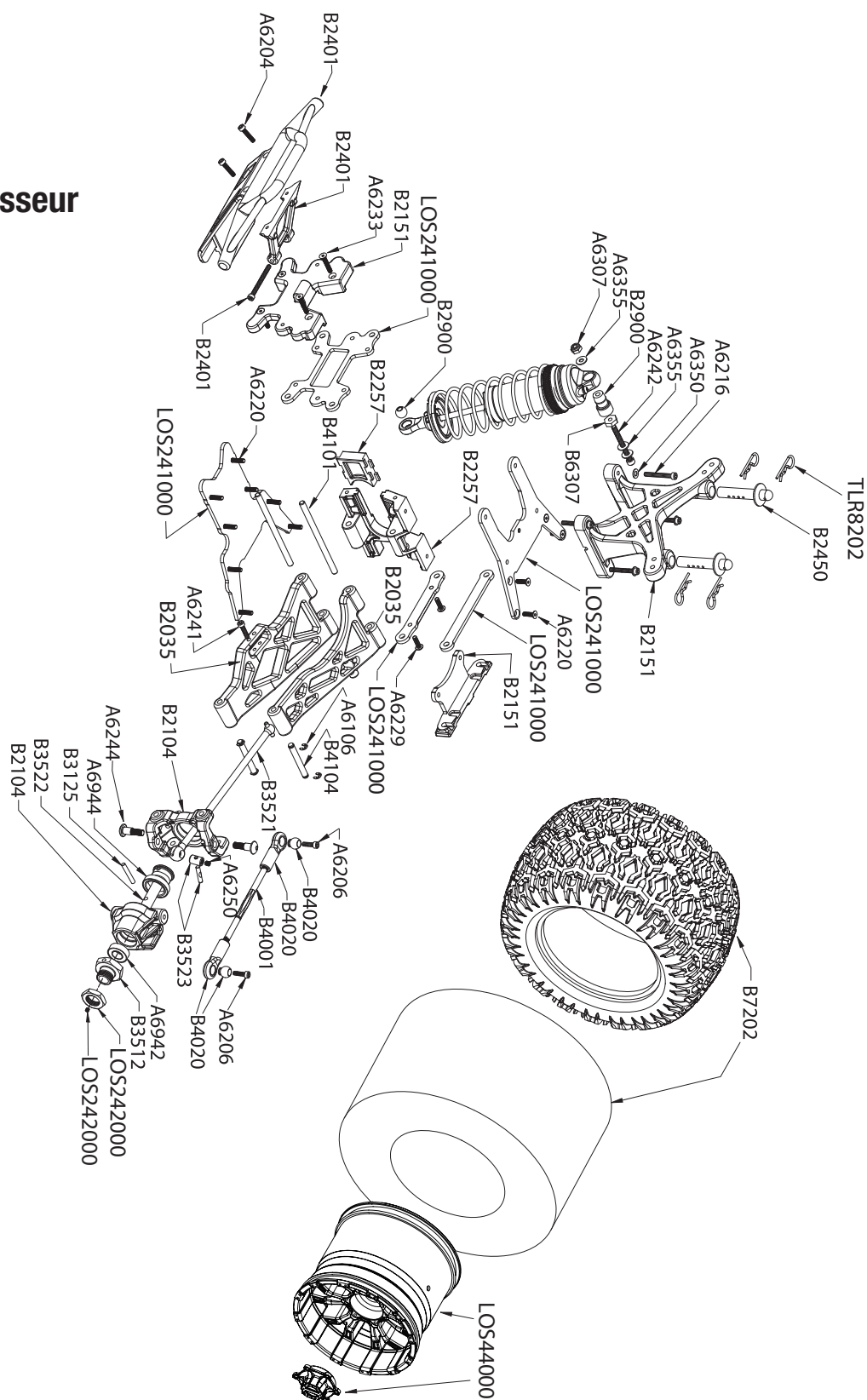
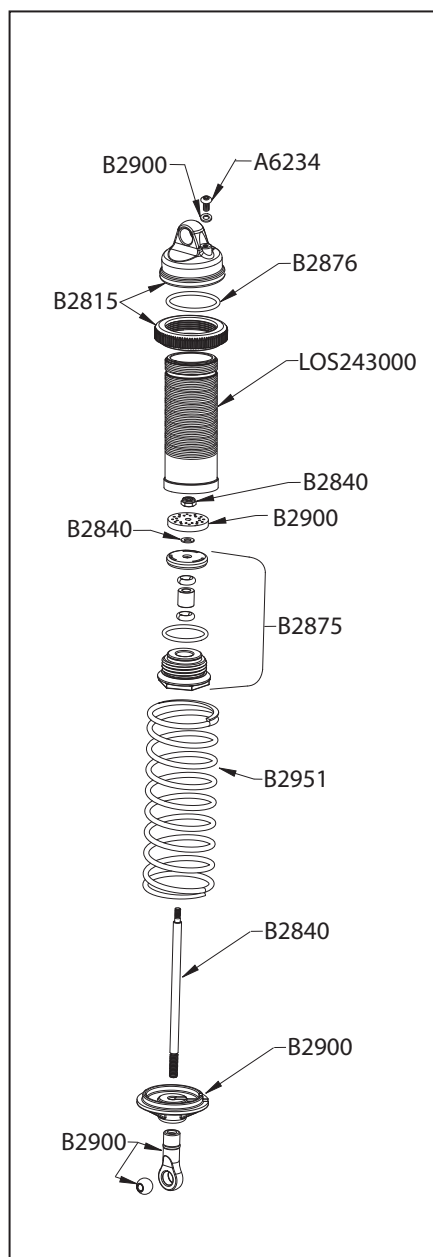
Assemblage de la transmission • Gruppo trasmissione

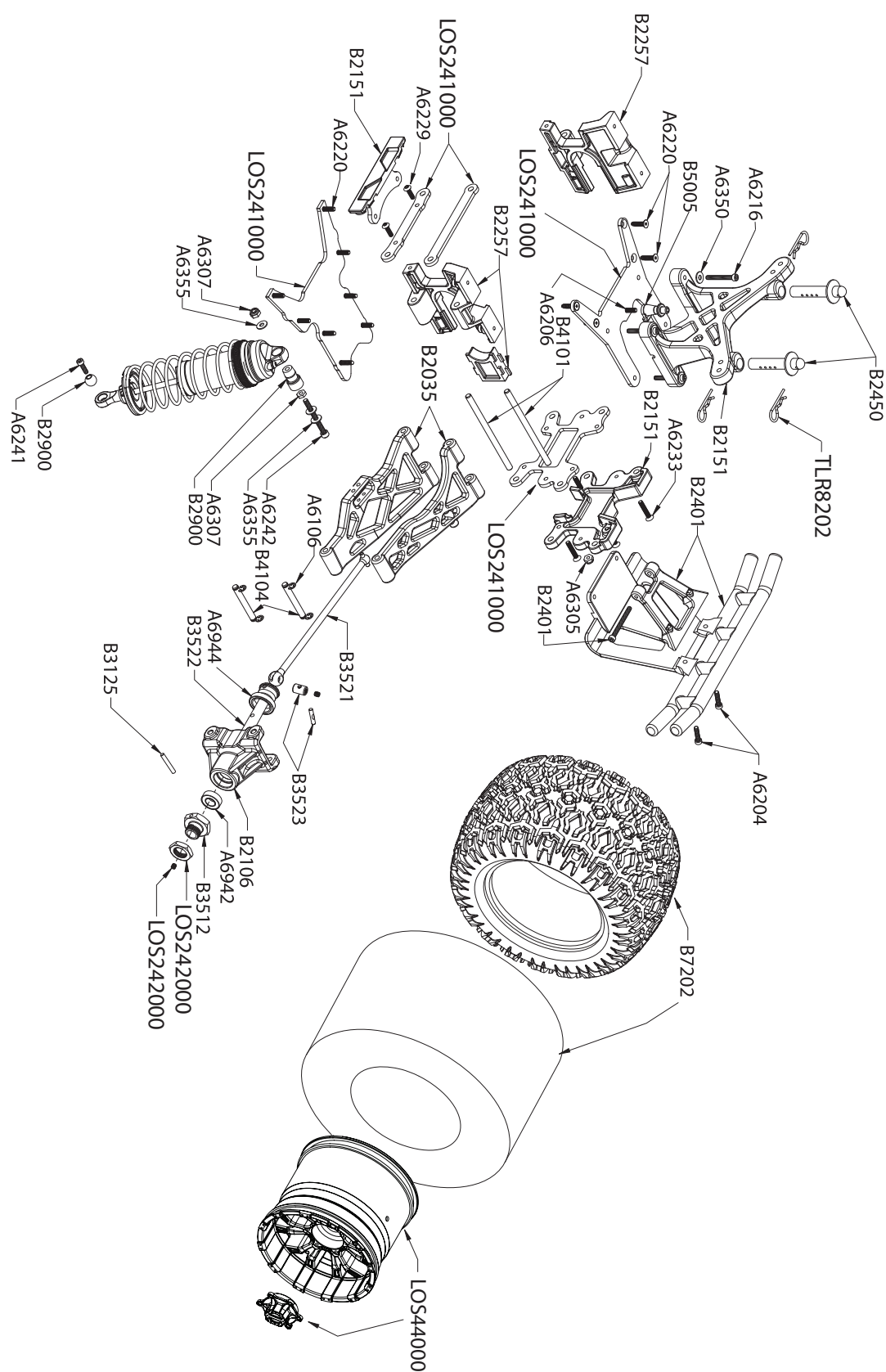




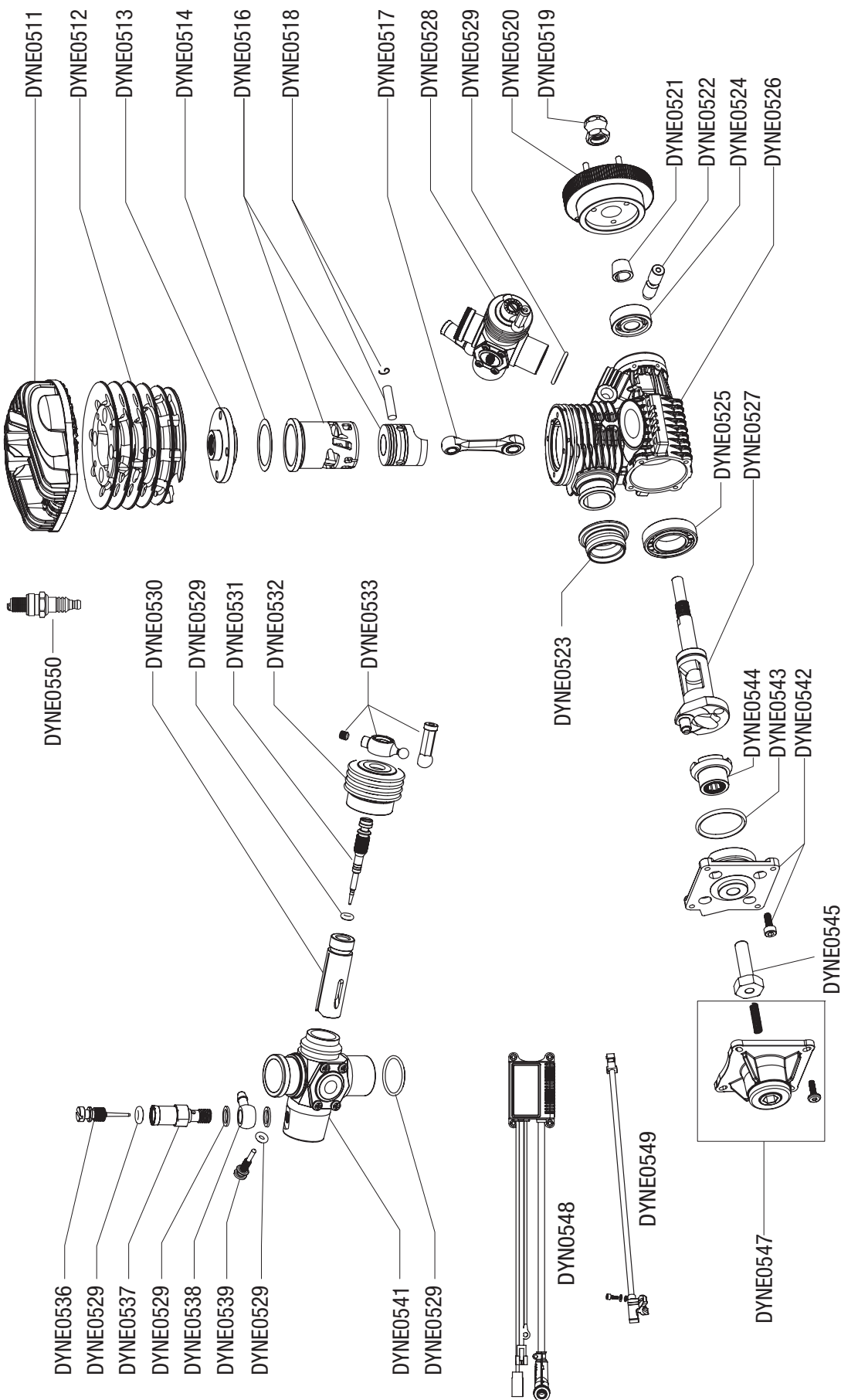


- **Shock Assembly**
- **Stoßdämpfer Montage**
- **Assemblage d'un amortisseur**
- **Gruppo ammortizzatore**





Carburetor • Vergaser
• Carburateur • Carburatore





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